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historic structure report

western grounds
old parade ground
macarthur avenue

september 1980

GOLDEN GATE
FORT MASON

NATIONAL RECREATION AREA / CALIFORNIA

SAN FRANCISCO HISTORY ROOM

HISTORIC STRUCTURE REPORT

WESTERN GROUNDS

OLD PARADE GROUND

AND

MacARTHUR AVENUE

FORT MASON

GOLDEN GATE NATIONAL RECREATION AREA

Prepared by

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PART I. ADMINISTRATIVE DATA SECTION

A. MacArthur Avenue

MacArthur Avenue, Fort Mason, Golden Gate National Recreation Area, has structure number FM-324. Fort Mason has been nominated to the National Register of Historic Places as a historic district. MacArthur Avenue has been listed on the nomination form as a historic structure having a local level of significance. All the actions proposed, therefore, must be in accordance with the procedures of the Advisory Council on Historic Preservation.

MacArthur Avenue is to be preserved in part and restored in part from the entrance to Fort Mason at Van Ness Avenue and Bay Street, running in a westerly direction, to a point just beyond Structure No. 201, the headquarters building of the San Francisco Port of Embarkation, U.S. Army. The western portion of this section of the street, from its intersection with Franklin Street onward, has been greatly modified from its original condition by widening and by the construction of parking areas. This portion will be reduced to its original width. The surface of the street will be asphalt as it was constructed in 1915.

The western terminus of the restored portion of MacArthur Avenue will be an interpretive station that overlooks the western half of Fort Mason and beyond to the Palace of Fine Arts and the Golden Gate. The heavily modified western part of MacArthur from this interpretive point to the western boundary will be removed and the area reclaimed as open space for recreational activity. The military storehouses and other structures along this portion of the avenue were demolished before the area became a National Recreation Area and any, if any, historic values that may have existed in this western portion of the military reservation have been lost. The Regional Director, Western Region, National Park

Service, has applied the Criteria of Effect to the project in reference to the qualities of significance defined in the National Register form on Fort Mason, and has concluded that there will be no adverse effect on the qualities of significance with regard to MacArthur Avenue. The proposed treatment for the structure is its restoration and preservation as an in-place exhibit.

No cooperative agreements exist concerning MacArthur Avenue.

B. Parade Ground

The Parade Ground, Fort Mason, Golden Gate National Recreation Area, has a historic structure number of FM-323. Fort Mason has been nominated to the National Register of Historic Places as a historic district. The Parade Ground has been listed on the nomination form as a historic structure having a local level of significance. All actions proposed, therefore, must be in accordance with the procedures of the Advisory Council on Historic Preservation.

The Parade Ground will be restored to its appearance as of the latter part of the nineteenth century, circa 1890. At that time, it was a standard parade ground consisting of a rectangular grassy area, surrounded by a narrow macadam road on all four sides. The project will require the removal of foundation ruins on the parade ground remaining from an Embarkation Casual Center constructed thereon in 1929 and enlarged in 1939. It will also require the removal of concrete curbing that was constructed around the parade ground ca. 1917, and the removal of or covering over asphalt that was placed on the roads around the parade at the same time. The road surface will be restored to its original macadam.

Through recent archeological evaluation and testing, portions of apparent prehistoric midden deposits were located in the vicinity of the parade ground and the surrounding road. The National Park Service has funded limited archeological test excavations at this location which have been reported upon by the archeological consultants. Should restoration require pavement removal, archeological monitoring will be carried out to avoid the inadvertent impacting of the cultural deposits. The proposed treatment for the structure is its restoration as an in-place exhibit.

No cooperative agreements exist concerning the Parade Ground.

PART II. HISTORICAL DATA SECTION

A. History of the Grounds

1. Spanish-Mexican Era

When the Spaniards founded the Presidio of San Francisco in 1776, they at first paid little heed to the promontory jutting into San Francisco Bay less than two miles to the east. There was not much in the way of attractiveness about it that caught the eye. The rocky point rose rather abruptly out of the bay reaching to a height of 117 feet. Heavy sand dunes shifted up over the rock from both the west and the south. Only on the east side, in the lee of the steady winds blowing in from the Golden Gate, did vegetation take hold on the cliff. Here laurel added its dark color to the somber rock. When they named the point, the Spanish called it Punta Medanos, or Point Sand Dunes.

Then, in 1797, in a slight effort to strengthen the defenses of San Francisco Bay, the royal governor directed the construction of a small battery on the point, to be called Bateria San José. No troops occupied the point and no barracks or other buildings were constructed there. By the end of the Mexican period the battery had fallen into a state of disrepair. However, this military use of the area by the Spanish and Mexican governments provided the basis for the United States' claim to the land as a public reservation.

2. American Reservation

American army officers early recognized that Point San José, as they called it, would play an important role in the future defenses of the bay. In 1848, Capt. J. L. Folsom was directed to select land on the southern side of the Golden Gate that would be needed for a military reservation. His recommendation involved a large tract that included Point San José, the Presidio,

Fort Point, and Point Lobos. Two years later, on November 6, 1850, President Millard Fillmore signed an executive order establishing a military reservation based on Folsom's selection: "In the Bay of San Francisco, California. 1st. From a point 800 yards south of Point José to the Southern boundary of the Presidio along the southern boundary to its western extremity and thence in a straight line to the Pacific ocean passing by the southern boundary of a pond [Mountain Lake] that has its outlet [Lobos Creek] into the channel between Fort Point and Point Lobos."

Upon further reflection, the War Department decided that the boundaries as given in this order were quite unsatisfactory and the President signed an amendment a year later that resulted in Point San José being separated from the Presidio and established as an independent reservation. The shape of the new area was quite unusual, the boundary being an arc drawn from shore to shore 800 yards distant from a rock set in the water at the very tip of the point.[1]

3. Squatters

In the early 1850s only a handful of officers and enlisted men were assigned to the Presidio. They were too few in number to occupy the several reservations that had been set aside around San Francisco Bay. For the next twelve years the Point San José tract existed as a military reservation on paper only. On the other hand, several citizens of San Francisco began to regard the point, particularly the eastern side of it, as a choice location for building homes. Later claiming that they knew nothing of the

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1. Millard Fillmore, Executive Orders, Nov. 6, 1850 and Dec. 31, 1851, Box 3, Land Papers, Records of the Office of the Chief of Engineers, Record Group 77, National Archives Building, hereinafter cited as OCE, RG, and NA.

presidential orders, several persons erected houses on the eastern ridge of Point San José in the mid-1850s. They constructed wind fences to stop the drifting sand; planted trees, shrubs, flowers, and grass; and laid out walks and driveways. Elsewhere, to the east and west of the point but within the reservation, several business establishments located their buildings. These latter included the Spring Valley Water Works, the Pioneer Woolen Mills, and a pork-packing plant.[2]

The landscaping carried out by these early residents was restricted to the east slope of Point San José. When viewed from the city, it was a most attractive promontory. The dark native laurel and the new plantings boldly contrasted with the surrounding acres of sand hills, so much so that San Franciscans began calling the area Black Point. The rest of the reservation, however, continued to consist of "high hills of drifting sand."

4. Post of Point San José Established

The coming of the Civil War brought a great increase in military activity in the Bay Area. By 1863 both the military and the citizens had become greatly concerned about the defenses of the bay. Not only was there an exaggerated fear of Southern sympathizers within the populace, an alarm was felt that Southern commerce raiders might operate in the Pacific and raid the harbor. In addition, the British had stationed a strong naval squadron at Vancouver Island to the north, and their sympathies with the Southern cause were well known. Permanent coastal fortifications had already been constructed at Fort Point and on Alcatraz Island,

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2. In that none of these structures were located on the areas later occupied by the parade ground, MacArthur Avenue, or on the western portion of today's Fort Mason, they are not further discussed in this report. Their complicated history will be presented in a historic resource study for Fort Mason.

and now the commander of the Department of the Pacific, Brig. Gen. George Wright, argued forcibly for additional batteries at several points around the bay. In August 1863, the War Department authorized the expenditure of $100,000 for these "temporary" works, Point San Jose being the site for two of these batteries having a total of twelve guns.[3]

Early in October General-in-Chief Halleck directed Wright to "take military possession of Point San José" including the residences along the east side. "The question of ownership," Halleck said, "will be determined hereafter." Wright promptly took action and a disgruntled lot of citizens suddenly found themselves without a home. As far as the army was concerned these citizens were illegal squatters on a military reservation. The citizens fought back for many years, in the courts and in the Congress, but the army retained ownership of the property.[4]

Company H, 9th Infantry, consisting of one officer, Lt. W. E. Appleton, and twenty-five enlisted men, along with a civilian contract doctor, occupied the "Post of Point San José" on October 13, 1863. Appleton and the surgeon are believed to have immediately occupied the vacated houses; the enlisted men moved into a barracks that had been completed that summer, probably by a civilian contractor. A second barracks was constructed in the spring of 1864. These two buildings were located toward the north

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3. Maj. J. C. Woodruff, OCE, Aug. 8, 1863, to Col. R. E. De Russy, San Francisco, OCE, RG77, NA; Gen. H. W. Halleck, Aug. 17, 1883, to Brig. Gen. G. Wright, in The War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies, 73 vols. (Washington: Government Printing Office, 1880-1901) 50: Part 2:573, hereinafter cited as OR.

4. Halleck, Oct. 2, 1863, to Wright, OR, 50: Pt. 2:636. The several business enterprises were not disturbed at this time since they were not located on the point.

end of the reservation and to the west of the civilian homes, now referred to as the officers' quarters. To the south of each barracks stood a small frame building that served as a mess hall and kitchen. The barracks would eventually form the north side of the post parade ground. The mess halls sat squarely on that future parade. Immediately to the west of the west barracks, running north and south, a high wooden fence was erected as a barrier against drifting sand. Its location would mark the west boundary of the parade ground.[5]

Six of the twelve artillery pieces were mounted at Point San José by August 1864, and Company D, 3d Artillery, joined the infantry troops already at the post. For the remainder of the war there continued to be a mix of the two arms at the post. While the evidence is lacking as to what the troops used as a parade ground during this period, the most likely location would have been the open space between the barracks and the mess halls--the kind of area that in much later times would be called the "company street."

5. Description of the Post, 1867-1868

In 1867, the Civil War well behind, citizens renewed their efforts to have the army abandon Point San José or, failing that, to have the acreage of the reservation greatly reduced. In response to these efforts the Chief of Engineers informed the Secretary of War in 1867 that the reservation continued to be of great importance in the second line of defense (along with Alcatraz and Angel Islands). While he preferred the retention of the entire original area he conceded that the area east of (not yet built) Van

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5. Post Returns, Fort Mason, October 1863, Roll 754, Microcopy 617, NA; map, "San Francisco Harbor, Map of the new Battery on Point San Jose," 1864, Drawer 96-1, Fortifications File, RG77, Cartographic Archives Division, NA.

Ness Avenue could be given up as well as the southern portion of the reserve beyond (not yet built) Bay Street. A map drawn the same year showed that the only road yet built in the area hugged the shoreline as it came westward from the city. Passing to the south of the Pioneer Woolen Mills and the Spring Valley Water Works, it crossed today's Fort Mason approximately where MacArthur Avenue is now located. Reaching the shore west of the point it continued on its way to the Presidio. So great was the problem of drifting sand for a considerable distance south of the road that long "screens" had had to be constructed on its south side in order to keep the road open. The map also showed that some trees had been planted around the officers' quarters and the eastern slope, but that the rest of the reservation, including the barracks area, still had not been cultivated. Another map prepared about this same time showed the reservation superimposed with the projected city streets and numbered lots. An interesting feature shown on this map is Alcatraz Square that would have sat squarely in the center of today's Fort Mason and on the parade ground. Its boundaries were Jefferson Street, Franklin Avenue, North Point Street, and Gough Street.[6]

In 1868, Lt. Thomas H. Handbury, Corps of Engineers, completed the first accurate survey of Point San José. No changes had yet been made in the area of the future parade

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6. Chief of Engrs. Humphreys, Feb. 6, 1867, to Sect. of War E. W. Stanton, Letters Sent by Chief of Engrs., 1866-67 (3d Div.), OCE, RG77, NA; "Map of Point San Jose or Black Point," Nov. 5, 1867, Drawer 96-8, and map, "Copy of Map of Black Point or Point San Jose," Nov. 1, 1867, Drawer 96-9, Fortifications File, RG77, Cartographic Archives Div., NA.

ground and still no vegetation was shown in the vicinity of the barracks and the mess halls. Two spur roads led north from the road that crossed the reserve. The more easterly of these was a short road that led to the commanding general's quarters and stable. The other branched, with one arm paralleling officer's row approximately where Franklin Street is today, and the other arm wandering off to the northwest toward the post stables that stood to the west of the mess halls. When reporting on his survey, Handbury said that his work had gone slowly due "to the fact that we were then working among the buildings and gardens which rendered the running of the lines very difficult. As a great deal of shrubbery had been planted here and taken care of at considerable pains and expense, I endeavored to avoid destroying it." One may be assured that the shrubs and gardens were on officers' row, and not in the vicinity of the future parade.[7]

A primary source for data on construction and maintenance at a nineteenth century army post is the records of the Office of the Quartermaster General, particularly the Consolidated Correspondence File. However, this file for Fort Mason at the National Archives today consists of only one document. For the postwar period down to the early 1880s, one has to turn to a scattering of other sources to gain a sketchy knowledge of the post.

An Act of Congress, July 1, 1870, reduced the reservation at Point San José to that size said by the Chief of Engineers in 1867 as necessary to the defenses of the bay. Its boundaries were now Van Ness Avenue on the east, Bay Street on

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7. Lt. Col. B. S. Alexander, June 27, 1868, to Chief of Engrs., Letters Received, 1867-70 (A File), OCE, RG77; map, Lt. T. H. Handbury, "Map of Point San Jose," 1868, Drawer 96-4, Fortifications File, RG77, Cartographic Archives Div., NA.

the south, and Laguna Street on the west--streets which had not yet been opened in the vicinity of the post.

6. General McDowell Beautifies the Post, 1876

Major General J. M. Schofield, who commanded the Department of California in the early 1870s, chose not to live at Point San José as had his predecessors. His successor, Maj. Gen. Irvin McDowell, decided in 1876 not only to live at the post but to have a fine new residence constructed for himself. The commanding general of the department ranked high in San Francisco's social circles; thus, the Post at Point San José became the scene of important social events including the entertaining of presidents and generals. McDowell was determined to beautify the post to make it a fitting setting for his new house.

Seeding of the reservation with lupine and barley was completed in November 1876. The following month, work began on erecting a fence along the Van Ness and Bay Street boundaries. The east entrance to the post located near the projected intersection of Van Ness and North Point Street was improved during December. A cut was commenced through the sand from the entrance to the post south on the line of Van Ness Avenue. When completed, this cut would result in changing the approach to the post to being from the south rather than from the east, along North Point Street. Also a new gate was constructed several feet inside the boundary to mark the entrance.[8]

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8. Description of boundary, Point San José, Drawer 189, Calif. 4, Fortifications File, RG77, Cartographic Archives Div.; Post Returns, November and December 1876, Roll 755, M617, NA. This was McDowell's second assignment to San Francisco.

The next summer the Daily Alta California reported on McDowell's success:

> One of the prettiest and most romantic spots around the Bay of San Francisco is that neck of land called Black Point. Situated in the northwestern portion of the city limits, this promontory commands a magnificent view in every direction from the Farallones, on a clear day, to the most eastern extremity of the bay. It would seem as if Nature determined to isolate this most beautiful spot by constantly shifting the sand surrounding the promontory, covering up roads in the course of a single night, compelling the inhabitants to wade through the deep sand-banks, formed, perhaps, in twelve hours' time. This constant making of new roads and the probability of the sand infringing upon the land devoted to the purposes of the garrison itself, induced Major-General McDowell to make an examination as to how these shifting sands could be stayed and the barren desert converted into a pleasant lawn.
>
> The first step was the planting of yellow lupine seed, which has proven to be one of the hardiest and thriftiest of plants, growing in all kinds of soil. The next was to protect the young plant until it should secure a good hold and become sufficiently strong to withstand the winds so prevalent at certain seasons of the year. This was accomplished by the planting of barley, which is of a more rapid and higher growth than the lupine. Both projects have so far proven successes: the lupine is now well started and the barley stalks form a good protection against the early winds, but as the season advances the chaparral bush is now brought in as an assistant to protect the lupine plant until it shall have become fully able to dispense with a guardian.
>
> The area of land that has been protected (reclaimed is the better term) embraces fifteen blocks, and as the seed from this lupine is scattered by the winds, taking root here and there in the sands, the time cannot be far distant when these hills will all be clothed in verdure.
>
> The reclaiming of these lands is not the only work being done--the building of roads to permit easier and more comfortable approaches to the garrison, now that the sands have been stopped and anchored--was at once entered upon as the roads can be made permanent, without the danger of their being covered and hidden from sight after a slight twelve hours blow. Already

> from the garrison to Larkin Street [two blocks east of Van Ness Avenue] there is a good macadamized and plank highway, and another is being built to connect with Van Ness Avenue. It will be several weeks before the Van Ness Avenue road is finished, as it is intended that the work shall be of a durable character. In the cutting through of these roads over 100,000 cubic yards of sand have been removed. This work has all been done by the [military] prisoners serving out sentences on Alcatraz.[9]

The lupine and barley were not a total success. The post commander, Capt. Joseph Campbell, 4th Artillery, wrote in 1879 that "the attempt made a few years ago to reclaim that portion of the sand hills included in the reservation . . . has met with partial success." Sand hills still surrounded the reservation, there being very few structures outside between Larkin Street on the east, Chestnut Street on the south, and Buchanan Street on the west: "These streets nearly define the present limits of the sand." Nonetheless, Bay Street, along the south boundary of the post, was then being graded. An 1877 map that accompanied Campbell's remarks showed that the road running through the post had been shifted from its position of ten years earlier. It now ran along, roughly, what is today Schofield Road rather than MacArthur Avenue. A branch from it still ran northwest through the future parade ground to the post stables. At this time only one artillery company was stationed at the post. One of the barracks stood empty and its mess house was being used as a paint shop. Over on the east side of the post, McDowell undoubtedly had the grounds around his quarters well spruced up. In September 1879 he held a reception for General U. S. Grant and, one year later, held another, huge reception for President and Mrs. Hayes, with General Sherman in attendance.[10]

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9. Daily Alta California, July 7, 1877.

10. [U.S. Army], Outline Description [of] Military Posts in the Military Division of the Pacific, 1879, pp. 87-89; Daily Alta California, Sept. 25, 1879 and Sept. 12, 1880.

7. Changes During the 1880s

A minor change in the vicinity of the future parade ground had occurred by March 1883. The two 1864 barracks had by then been united into one structure having overall dimensions of 30½ x 180 feet. Only one company continued to compose the garrison and this one structure was sufficiently large to provide the men with squad rooms, a library, and mess facilities. The two old mess houses to the south of it were now occupied by married enlisted men.[11]

The Daily Alta California gave its readers a fresh description of the post in 1884. The sandhills, particularly on the south, resulted in few visitors, thus making the fort "comparatively unknown outside of military circles. It is a dusty, dreary, uninviting walk from the nearest line of cars to the reservation." It described officers' row as continuing to be a beautiful area (Maj. Gen. John Pope was now living there): "The grounds, once as dreary a waste of sand as the outlying desert, have been wonderfully beautified with lawns, shade trees and flowers. . . . A high lattice fence separates the officers' quarters from those of the garrison, and in many places the fence is covered with flowering vines to its full height of twenty-five feet." The reporter did not dwell on the garrison buildings, saying only: "West of the fence secluding the officers' quarters is the section devoted to the general uses of the garrison. To the unmilitary eye the first of objects of attraction are two long piles of cannon balls and several large guns, some unmounted, near the edge of the bluff overlooking the bay." Later, the account said that the "garrison buildings are conveniently built, have ample

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11. Lt. I. T. Webster, Annual Report of Public Buildings at Fort Mason, Mar. 31, 1883, Consolidated Correspondence File, Office of the Quartermaster General, RG92, NA, hereinafter cited as OQMG.

accommodations for the men, and show that cleanliness is one of the rudiments of the Post's discipline."[12]

8. The Parade Ground

Sometime between 1888 and 1890, the two old mess houses were removed and the area south of the barracks was "graded down for the purpose of a parade." (The 1868 survey of the post showed the elevation of the parade ground are varying from about 104 to 112 feet. Today's elevation of the parade is about 104 feet.) A handsome new map of Fort Mason, prepared in 1890, gave the first depiction of the new parade. Including the road that ran around the four sides, it measured 180 by 220 feet. Crosswalks in the shape of a cross divided the parade into four unequal rectangles. Two unusual features marked the parade: a row of trees running north and south through its southeast quarter, and the absence of a flagstaff. Ever since the establishment of the post, the flagstaff had stood at its highest point, immediately behind the Civil War batteries, where it could be seen by incoming naval vessels. Apparently the post commander saw no need to change it at this time.

The north side of the parade was bordered by the 180-foot-long barracks. On the west side, from north to south, stood three buildings: a combination paint shop and oil house, the stableman's quarters, and married soldiers' quarters. A canteen stood at the center of the south side. The ends of the old post hospital, post headquarters, and a bakery enclosed the east side.

9. Improvements, 1890s

The fort's road system had developed considerably by 1890. The roads had clearer definition (at least on the map)

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12. Daily Alta California, July 30, 1884. The post's name had been changed to Fort Mason in 1882.

and their locations had become much more functional. Once again, there was an east-west road that, in part, lay generally along the trace of today's MacArthur Avenue. The map depicted the areas now planted with grass--principally officers' row and in the vicinity of the batteries at the north. A post garden had been established just to the north of today's park headquarters (Structure No. 201). Perhaps not surprising, the entire southern third and the western third of the fort were still without development of any kind, except for the road to the Presidio and the target range on the northwest beach.[13]

During the 1890s, the post quartermaster made a determined effort to gain control over the sand on the south side of the fort. Considerable grading was carried out and a "cover" of some kind placed on the ground. Still, the sand drifted in from the south. The fence that had been erected there in the 1870s had apparently disappeared by 1897 (it had "given a great deal of trouble" in 1893) and the post quartermaster recommended a high board fence be constructed. If he could not have a tight fence along the entire boundary, "that part between Van Ness and Gough should be as fenced at once as the greatest drift is there."[14]

Around the turn of the century the Quartermaster General made available small amounts of money to improve the grounds at Fort Mason. In 1899, 1,000 pounds of barley seed were

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13. Lt. F. S. Ricer, Ft. Mason, Mar. 31, 1888, to QMG, Consolidated Correspondence File, Ft. Mason, OQMG, RG92; Post Surgeon, Ft. Mason, Feb. 10, 1891, to Surgeon General, General Correspondence, 1890-1914, OQMG, RG92; and "Map of the Military Reservation of Fort Mason," Mar. 1900, OQMG, RG92, NA.

14. QM, Ft. Mason, Jan. 11, 1893, to Ch. QM, Dept. of Calif., and June 12, 1897, to the Adjutant, Ft. Mason, Gen. Correspondence, 1890-1914, OQMG, RG92, NA.

planted in the southern portion of the post. Also, a harrow, a road scraper, two watering pots (!), and 300 pounds of blue grass seed were authorized. Four years later the post quartermaster asked for 150 pounds of blue grass seed for the slopes of the gun emplacements, around the old hospital, and along the margins of the roads. In 1899, the War Department finally approved the construction of a 2,136-foot board and wire fence along Bay Street to protect the barley from teams and wagons now travelling along that road.[15]

Fort Mason almost lost its parade ground in 1900. In the reconstruction of the coastal defenses of San Francisco during the Endicott period, plans called for an 8-inch rifle, two 5-inch guns, and three 3-inch guns at Point San José. The 8-inch battery, Burnham, was completed in 1900. The location selected for the 3-inch guns was precisely on the site of the barracks. A map was prepared showing the proposed rearrangement of the post. This drawing showed two alternative sites for the barracks--both of them on the parade. In the end, neither the 3-inch nor the 5-inch batteries were constructed, and the old barracks building was preserved.

The construction of Battery Burnham did result in moving the flagstaff from the crown of the point to an island at the head of Franklin Street. This island remains today, but it is now occupied by stately trees. The map also showed that by 1900, the

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15. QMG, Feb. 20 and May 22, 1899, to Ch. QM, Dept. of Calif.; Lt. H. C. Evans, Ft. Mason, Mar. 16, 1899, to Ch. QM, Dept. of Calif.; Lt. H. L. Howland, Ft. Mason, Jan. 12, 1903, to Ch. QM, Dept. of Calif., Gen. Correspondence, 1890-1914, OQMG, RG92, NA.

main entrance to the post had been moved to the intersection of Bay and Van Ness, where it remains to this day.[16]

10. New Hospital, 1902

In 1901, the Secretary of War approved an expenditure of $20,000 for a new twelve-bed post hospital at Fort Mason. This substantial brick building was completed in 1902. It was the first structure to be built outside the long-established garrison area, being located almost 400 feet south of the parade ground. Two years later a brick hospital steward's quarters was authorized just north of the new hospital. By 1907 a temporary frame mess hall had been erected immediately to the west of the hospital. A 298-foot board walk led from the front door of the hospital eastward to the main road leading into the post. The old post garden behind the hospital steward's quarters was now considered to be the hospital vegetable garden.[17]

11. General MacArthur Beautifies, 1903

In 1903, the Department of California began thinking about establishing a general depot in San Francisco that would handle all classes of supply for the western states, Alaska, Hawaii, and the Philippine Islands. At that time, the army leased several different warehouses scattered over San Francisco. General Arthur MacArthur, then commanding the department, became quite enthusiastic about the idea and expanded the concept to build a new departmental headquarters at the same time. He and his staff,

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16. "Map of Fort Mason Military Reservation," May 1900, OQMG, RG92, NA.

17. AA Surgeon, Fort Mason, Mar. 1, 1901, to the Adjutant General; QM, Ft. Mason, Sept. 20, 1902, to Ch. QM, Dept. of Calif.; Lt. C. Farr, Ft. Mason, Mar. 1, 1904, to the Adjutant General, General Correspondence, 1890-1914, OQMG, RG92, NA.

too, rented offices in downtown San Francisco. The quartermaster for the San Francisco depot thought that Fort Mason would be the best location for the depot: "It is a beautiful natural location and it would seem if a large amount of money was spent at this prominent military department for the department headquarters that every natural advantage of the site should be utilized." Furthermore, the water was deeper at Fort Mason than at the Presidio for the docking of ocean-going vessels. Six years would pass before work got underway on a general depot at the post. The idea of a department headquarters did not bear fruit, although several interesting sets of plans were drawn up for such.[18]

General Arthur MacArthur took command of the Department of California in April 1903, moving into his residence at Fort Mason. Almost immediately a flurry of correspondence occurred concerning the beautifying of the post. That spring the quartermaster received $425 with which to purchase trees, shrubs, flowering plants, bulbs, flower seeds, and 500 roses. He said this had been the first such purchase at Mason in fourteen years. In September he forwarded a special requisition for seed to sow on the "field" in the south and west portions of the post: 200 pounds barley, 200 pounds oats, 200 pounds rye, 50 pounds alfalfa, and 50 pounds of blue grass seed. This field, consisting of about twenty-two acres, had already been covered with manure brought over from the Presidio.

The post commander, Capt. Samson L. Faison, asked for an additional $300 in December 1903 for beautifying: "It is my purpose to put out trees along the western slope of the reservation

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18. Maj. C. A. Devol, QM, Depot QM, Sept. 8, 1903, to QMG, General Correspondence, 1890-1914, OQMG, RG92, NA.

to break the terrific winds that sweep across the post in the spring and summer seasons." Also, he said, "it is my further purpose to put out many trees on the barren part of the reservation south of the post hospital." Sources were no problem: "I have been able to secure from many sources all the trees I need of certain classes for nothing as well as hundreds of cuttings of the choicest flowers from friends and from Golden Gate Park." He assured the Quartermaster General that General MacArthur, "being on the ground, keeps a watchful and paternal eye on the improvements I am endeavoring to make."

The trees were planted on the northwest slope but, in less than a year, a grass fire swept over the area and killed every one. Faison was temporarily depressed, saying that although 1,200 wagon loads of manure had been hauled over from the Presidio the past year, the whole post, except the officers' quarters, was "a barren waste." The Quartermaster General let him have another $500 for soil, manure, trees, plants, shrubs, seeds, and poles for supporting trees. In 1904, a picket fence was authorized to enclose the "field." Part of the fence already existed--from the entrance at Van Ness and Bay to the southwest corner of the new hospital; it would cost $1,025 to build and paint the remaining portion.[19]

The general had had a tennis court south of his residence since at least 1890, according to a map of that year. But none of the maps showed the location of a handball court that

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19. Lt. A. C. Arnold, Fort Mason, Apr. 11, 1903, to Ch. QM, Dept. of Calif.; Lt. C. F. Andrews, Ft. Mason, Sept. 17, 1903, Special Requisition, and Oct. 9, 1904, to QMG; Faison, Dec. 3, 1903 and Aug. 5, 1904, to QMG, Gen. Correspondence, 1890-1914, OQMG, RG92, NA. A photograph showing this picket fence has survived.

required repairs in 1905. Apparently, the troops at Fort Mason did not have bowling alleys as did their fellow-soldiers on isolated Alcatraz.[20]

12. The Earthquake and Fort Mason, 1906

The great earthquake of April 18, 1906, affected Fort Mason in several different ways. Maj. Gen. Adolphus W. Greely, the famed arctic explorer and then commanding the Pacific Division, was absent that morning, having just left San Francisco on leave. Brig. Gen. Frederick Funston, commanding the Department of California, lost no time in taking over Greely's residence at Fort Mason and making it his command post during the days that followed. The garrison at that time consisted of two companies of engineer troops (C and D, 1st Battalion of Engineers). Both companies immediately marched to downtown San Francisco where they guarded the Hall of Justice, the U.S. Subtreasury, and the City Hall. Back at Fort Mason 100 officers and men from the Pacific Squadron, U.S. Navy, landed at the pier in the morning of April 20. At that time it was feared that Fort Mason would be engulfed by the great fire, which had reached Van Ness and Greenwich four blocks away. The sailors proceeded to demolish fences and outbuildings at the fort.

To shelter San Franciscans dispossessed of their homes by the fire, Refugee Camp No. 15 was set up in the "field" at the southwest corner of the reservation. The army divided San Francisco into military districts and the headquarters of Military District No. 3 was established at the post, but in what structure remains unknown. Although the camp was but temporary and

20. Requisition for four barrels of portland cement, Dec. 13, 1905, Gen. Correspondence, 1890-1914, OQMG, RG92, NA.

consisted of rows of tents, it was the first development of any kind in the "barren" southern third of the post.[21]

13. New Barracks

Ever since the Spanish-American War, the strength of the garrison had gradually increased at Fort Mason. The old Civil War barracks could now house only sixty-seven men with comfort. Soldiers found themselves sleeping in unlikely places all over the post. Even the library in the canteen (post exchange) housed several bunks. The troops themselves began construction on two additional frame barracks in December 1906. These were numbered 34 and 35. No. 34, only large enough for thirty men, was located at the north end of the west side of the parade ground; No. 35, a larger, L-shaped building occupied the southern end of this line and stretched along most of the south side of the parade. Ironically, the strength of the garrison began declining about a year after the new barracks were completed.[22]

14. Army General Depot and Mission Revival Architecture

The year 1907 witnessed considerable activity in the planning of a general supply depot at Fort Mason. The architectural firm of Rankin, Kellogg, and Crane, from Philadelphia, was employed to design the depot. The architects' first plans called for storehouses and piers to be built below the bluffs in the northwest corner of the post, and an office building and officers' quarters up on the bluff in the western half of the fort. By 1907

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21. Post Returns, Ft. Mason, April 1906, Roll 757, M617; Adolphus W. Greely, Earthquake in California, April 18, 1906. . . . (Washington: Government Printing Office, 1906), pp. 1-12; The San Francisco Call, April 27, 1906.

22. Lt. J. J. Bain, Ft. Mason, Reports of Progress of Construction, December 1906-June 1907, General Correspondence, 1890-1914, OQMG, RG92, NA.

the army had removed construction responsibilities from the individual post quartermasters and had assigned a "construction quartermaster" to handle all building at all the army posts in the Bay Area. This officer, Capt. Benjamin F. Cheatham, had a quite unsatisfactory office in the Fontana Warehouse east of Fort Mason. He asked the Quartermaster General for $1,000 to build himself an office at the fort. This "temporary" building was located 550 feet west of the new hospital, on the bluff but near to the area where the transport piers and storehouses for the depot would be constructed.[23]

At the same time Cheatham was gearing up for construction of the depot, Maj. William Harts, who was the chief engineer on the staff of the Pacific Division, gave a great deal of thought to the idea of an army headquarters at Fort Mason. He noted that the depot would take up about twenty of the fort's fifty-five acres. The rest was most unsatisfactory for a garrison. The parade ground was too small for drill purposes and the new dock area would destroy the target range located on the beach. The old frame buildings were of no value. Harts recommended that the garrison be removed, the buildings torn down, and the construction of a 100-room office building and sufficient officers' quarters to house both the division and the department staffs. In the end, the secretary of war disapproved of Fort Mason's being the site of the headquarters. The Presidio, with its 1,800 acres of land, would be more suitable.

Nonetheless, Harts made a major contribution to the future of military architecture in the Bay Area. Instead of the

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23. Rankin, Kellogg, and Crane, Feb. 18, 1907, to QMG; Capt. B. F. Cheatham, Mar. 29, 1907, to QMG, Gen. Correspondence, 1890-1914, OQMG, RG92, NA.

traditional style of construction that the army employed nationwide, he recommended the adoption of the Mission Revival style that was popular in California at that time. Earlier in 1907, Harts had prepared a massive report on the development of the Presidio. In it he lamented the fact that army posts were still being built in a hollow square that had been developed generations earlier on the plains, and that a good army road was a straight road, regardless of the topography. He urged the adoption of concrete or stuccoed buildings with roofs of red tile.

Harts's ideas must have reached Construction Quartermaster Cheatham and, through him, the Philadelphia architects. (No correspondence establishing this link has been found.) When the architects came west on their first visit to Fort Mason in 1907, they traveled by way of Southern California and visited a few of the Spanish missions. And when they designed the depot buildings they adopted the Mission Revival style. This departure from the past should have been unsettling to tradition-bound officers; but when the Office of the Chief of Staff inspected the plans the conclusion was favorable: "The plan of the buildings in the old Spanish style with tile roofs appears to be a good one, and the plant should be an ornament to the Pacific Coast." Thus was Fort Mason the site of the army's first venture into Mission Revival architecture, a style that flowered at Bay Area posts down to World War II.[24]

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24. Maj. W. W. Harts, Report upon the Expansion and Development of the Presidio of San Francisco, January 1907; and Apr. 18, 1907, to AG, Pacific Div.; Brig. Gen. ? , General Staff, June 17, 1907, to Assistant Secretary of War; Maj. C. A. Devol, General Staff, Sept. 21, 1907, to the Inspector General, General Correspondence, 1890-1914, OQMG, RG92, NA.

Before proceeding with the construction of the depot, the federal government first had to obtain title to the submerged lands where the storehouses and transport docks were to be built. This was achieved through a condemnation suit that was decided in December 1908, and which increased the size of the fort from 55.5 to 68.5 acres. While Congress had been swift to authorize the depot, it was slow in appropriating funds for its construction. The first contract called for filling in the submerged land, construction of three piers but only one pier shed, and building two of the proposed four concrete storehouses. Not until 1914 were the other two storehouses constructed.[25]

15. The Depot Grows

The general depot was designed to handle several classes of supplies: Quartermaster (the largest), Subsistence, Signal, Medical, and Engineer. Even before work began on the new facilities, the secretary of war authorized the use of the new hospital (FM-201) as a storehouse for signal supplies. That was the beginning. Soon the several departments were fighting with one another over space and many of the older buildings were converted to storage. So acrimonious did some of the disputes become that the secretary of war had to decide who should get what building. For the purposes of this report, the numerous changes in the internal functions of these buildings will not be recounted. An example will suffice: the old Civil War barracks (FM-240) was first assigned to the purchasing commissary for offices and for sampling and testing subsistence stores. That officer soon found better space elsewhere and the medical supply officer was ordered to move into the barracks. He got out of the building as soon as

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25. The San Francisco Call, Dec. 25, 1908; Circuit Court of the U.S., Ninth Circuit, Northern District of Calif., Order of Condemnation, General Correspondence, 1890-1914, OQMG, RG92, NA.

he could. Then the commanding general announced that he wanted the building reconverted to a barracks![26]

Talk renewed in 1909 about building an army headquarters at Fort Mason. The construction quartermaster argued that if this were done the entire southwest corner of the post should be kept in grass, trees, and shrubs, and no buildings constructed there. In case of war, the Army Supply Depot could expand into this area and erect temporary storehouses. He added, "This part of the reservation adjoins a very undesirable section of San Francisco and so far as possible officers' quarters should be built on other portions" of the post. He went on to describe the fort's neighbors in more detail. West of the fort stood the plant of the San Francisco Gas and Electric Company. It emitted volumes of smoke that crossed over the lower part of the reservation. The neighborhood along Bay Street was inhabited by the "lowest classes" of the city. He concluded by saying that a concrete wall, iron fences, and rows of cypress trees should be placed along the post's boundary in that area.

The construction quartermaster, Maj. G. McK. Williamson, also made an investigation of the streets surrounding Fort Mason in connection with the new depot. The nearest streetcar to Fort Mason was the Polk Street line that ended at Lombard and Polk, one block east of Van Ness. He thought it likely that a streetcar route would soon be constructed on Bay Street, to Laguna, to Chestnut, and on to the Presidio. At that time, 1909, the only street suitable for hauling was Van Ness. Williamson said that Laguna Street, which was then heavy sand,

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26. Adj. Gen. H. P. McCain, Apr. 6, 1908, to CG, Dept. of Calif., General Correspondence, 1890-1914, OQMG, RG92, NA.

would have to be paved from Lombard north to the new depot. The army would probably have to share the cost of this work with the city.[27]

16. Buildings and Roads, 1910-1914

Three new structures appeared at Fort Mason in 1911. Immediately to the west of the hospital two large temporary sheds were constructed for the storage of engineer pontoons and other large items of supply. And on the west boundary of the post a thirty-animal departmental stable was constructed. Back in 1908, the Department of California headquarters had moved into the new Chronicle Building on Market Street. It became impossible to find space downtown for the fourteen horses, four mules, and nine wagons that the department maintained. The construction quartermaster first planned these stables at Fort Mason in Mission Revival style to complement the new depot buildings. His estimate of cost came to over $32,500, of which nearly $6,000 was for the "Spanish mission tile roof." He must have been shocked when the Quartermaster General authorized only $2,000 for the building.[28]

All the main roads and walks at Fort Mason were "reballasted" and a new "top dressing" was placed on them in 1910. Also, repairs were made to the gutters along the roads. All the roads at that time are believed to have been composed of macadam, the crushed rock being supplied by the military prisoners on Alcatraz. In 1911, the new dock area was far enough along to

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27. Williamson, Mar. 13 and June 7, 1909, to QMG, General Correspondence, 1890-1914, OQMG, RG92, NA.

28. Williamson, Mar. 19, 1908, to QMG; and Feb. 11, 1910, to CO, Ft. Mason; Descriptive Sheet, Bldg. No. 42, Dept. Stable & Carriage House, Fort Mason, Gen. Correspondence, 1890-1914, OQMG, RG92, NA. The stable was completed Jan. 5, 1911, at a cost of $2,889.47.

warrant a macadam road from its entrance, north along the seawall, then past the warehouses. But the prisoners were busy with construction on Angel Island at the time and the construction quartermaster acquired $4,000 to have the new road built by either contract or hired labor. By 1912 a concrete roadway ran east and west in front of the three depot piers. Because of the heavy traffic on this road it became necessary to place a layer of asphalt on top of the concrete. Then, in 1914, an asphalt road was constructed from the port entrance at Laguna Street to Pier No. 1.[29]

17. Panama-Pacific International Exposition, 1915

Even before the earthquake of 1906, some citizens in San Francisco began creating an interest in a world fair. In 1909, committees were organized and 1915 was settled upon for its opening. The Panama-Pacific International Exposition Company was adopted as the name of the organization that grew up. The central theme of the fair was the celebration of the completion of the Panama Canal. Inasmuch as the army considered the canal its own creation, it cooperated wholeheartedly with the Exposition Company toward making the fair a success. Secretary of War Henry Stimson, Maj. Gen. Arthur Murray, then commanding at San Francisco, and Construction Quartermaster Williamson, gave the planning of the undertaking their full support.

The federal government empowered the Exposition Company to use about eighteen acres of the southern part of the Fort Mason reservation--from the brick hospital southward to Bay

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29. Constr. QM, Dept. of Calif., May 9, 1910, report of inspection, Ft. Mason; QMG J. B. Aleshire, Aug. 11, 1911, to AG; D. E. McCarthy, OQMG, May 8, 1912, to Constr. QM, Ft. Mason; Capt. R. B. McBride, OQMG, July 6, 1914, to Constr. QM, Ft. Mason, Gen. Correspondence, 1890-1914, OQMG, RG92, NA.

Street. This area, which had been the site of the 1906 refugee camp, together with land south of Bay Street, became the fair's "Joy Zone," that is, the site of the amusement concessions. The army imposed certain conditions on the Exposition Company for the use of this land. At Fort Mason, the company was required to construct a road across the reservation, from Van Ness Avenue to the Transport Docks--today's MacArthur Avenue. In February 1914, Williamson reported that the road was completed. It reached the fort's western boundary where the department stable was located. Williamson said that the stable had not yet been removed. As it turned out, the stable remained at its original site throughout the fair. A month after the street was completed, the secretary of war granted a revocable license to the City and County of San Francisco to construct a double-line track of electric railway along it. This railway made a loop around the stable (today's MacArthur Avenue, Laguna Street, and Miles Road).[30]

If General Murray had any worries about the Joy Zone being located only a few feet away from his front door, he did not voice them. Instead, he did everything in his power to improve the general appearance of Fort Mason before the 1915 fair. In 1912 the general made a personal inspection of all the buildings at the post. All told he thought that a dozen of them could be torn down. The construction quartermaster was a little more

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30. Frank Morton Todd, The Story of the Exposition, Being the Official History of the International Celebration Held at San Francisco in 1915 to Commemorate the Discovery of the Pacific Ocean and the Construction of the Panama Canal, 5 vols. (New York: The Knickerbocker Press, 1921), 1:34-61, 133, 162, and 169; QMG J. B. Aleshire, Apr. 5, 1911, to AG; Lt. Col. G. Williamson, Report of Work Done by Panama-Pacific up to Feb. 28, 1914, Gen. Correspondence, 1890-1914, OQMG, RG92, NA; Col. B. Winship, JAG, Sept. 27, 1926, to AG, Gen. Correspondence Geographic File, 1922-35, OQMG, RG92, Washington National Records Center, Suitland, Md., hereinafter cited as WNRC.

cautious; several of these could be "strengthened" and made useful for depot purposes. In the end, Murray's views held despite the fact that the different supply departments were still squabbling among themselves over the storage space available, even though the two large warehouses in the dock area had been completed.[31]

In 1912 the last regular army units, Companies I and M, 30th Infantry, transferred from Fort Mason. From then on, detachments of troops from the Presidio were assigned to the post to serve as a guard. General Murray succeeded in persuading Secretary Stimson to supply military prisoners from Alcatraz to complete the beautification work before the opening of the exposition. By early 1913, no fewer than fourteen frame structures, all located in the general vicinity of the old parade ground, had been demolished:

No.	Function
5	Guardhouse
8	Plumbing Shop
9	Quartermaster (post) stable
12	Stableman's quarters
17	Scale house
19	Coal shed
20	Married men's quarters
20½	" " "
25	Plotting board house (fortifications)
26	Oil house
27	Quartermaster (post) storehouse
38	Paint shop
39	Lumber storehouse
58	Lieutenant's quarters[32]

31. Murray, Mar. 26, 1912, to AG, Gen. Correspondence, 1890-1914, OQMG, RG92, NA.

32. AG, USA, Oct. 21, 1912, to CG, Western Div., Major Hampton, QM, Presidio, May 12, 1913, to Ch. QM, Western Dept.; Col. C. Gardener, CO, Presidio, Feb. 26, 1913, to CG, Western Dept. General Correspondence, 1890-1914, OQMG, RG92, NA. At this time the old post at Fort Mason was made a sub-post of the Presidio. The Army General Depot, however, was excluded from the arrangement.

By the end of 1913, electricity had been installed in the officers' quarters, noncommissioned officers' quarters, and most of the office buildings at the post. This electrical system had aerial wiring; not until 1935 was an underground electrical system installed, at a cost of over $34,100.[33]

18. Railroad Tunnel

In 1914, a major development took place at Fort Mason when the San Francisco Board of Harbor Commissioners, with permission from the army, constructed a railroad tunnel under Fort Mason. The railroad serviced primarily the army docks at Fort Mason, but it also was extended to the Presidio and was used by the Exposition Company. At the west end of the tunnel the board constructed concrete retaining walls from the portal to Laguna Street. The construction quartermaster liked the fencing that surmounted these walls so much that he recommended that the same type be adopted for the boundary of Fort Mason. Although he did not describe the fencing, he implied that it was wire. If mounted on a two-foot-high coping, it would make a fence eight feet high.

On November 1, 1914, a special Belt Line train carried 500 guests from the Ferry Building to Fort Mason. There, General Murray's wife drove the last spike at the west portal. The guests then went over to Pier Shed No. 2 where exercises were held commemorating the event.[34]

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33. Col. J. P. Wisser, Co., Presidio, Mar. 13, 1913, to CG, Western Dept.; Col. W. H. Bowen, Presidio, Jan. 7, 1914, to CG, Western Dept., Gen. Correspondence, 1890-1914, OQMG, RG92, NA; Capt. L. Larson, Constr. QM, June 6, 1935, to CG, Fort Mason, Gen. Correspondence Geog. File, 1922-35, OQMG, RG92, WNRC, Suitland.

34. Williamson, Apr. 29, 1914, to QMG, Gen. Correspondence, 1890-1914, OQMG, RG92, NA; San Francisco Chronicle, Nov. 1, 1914.

19. World War I

With the world at war, the Panama-Pacific Exposition lasted only one year. The southern portion of Fort Mason reverted to the reservation. In 1917, supply activity at the general depot increased considerably as the United States entered the war. A map of the depot prepared that year showed a number of changes in the appearance of the place. Several garages had been constructed, although the departmental stable was still in operation. Adjacent to the 1902 brick hospital, which was now a barracks for detachments of enlisted men, was a new frame structure that housed the offices of the depot quartermaster (the beginnings of today's frame portion of FM-201). Farther to the west were five large "temporary" storehouses. The south portion of the post was now occupied by a wartime tent city, called Mason Cantonment. Around the edges of the cantonment stood a scattering of small frame structures that served as mess halls, kitchens, and lavatories. Three temporary storehouses had been erected in the dock area supplementing the four concrete storehouses. The area surrounding the old parade ground was still as it was following General Murray's cleanup of four years earlier.[35]

20. Fort Mason in the 1920s

The continuing importance of the depot after World War I was demonstrated about 1920 by the emergence of a short-lived plan to construct a large number of storehouses that would have fully occupied the area between MacArthur Avenue and Bay Street. However, this plan died on the drafting table. The San Francisco Chronicle paid the post a handsome compliment that

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35. Map, "Fort Mason, California," 1917, corrected May 4, 1918, Blueprint File, RG92, Cartographic Archives Div., NA. By 1918, the departmental stable had been converted into the depot's first motor pool.

same year. It said that while Fort Mason had once been an eyesore, it was now a beautiful place. The paper recommended that the city beautify Sutro Heights in a similar manner. The four illustrations accompanying the article showed that the writer had considered only the east side of Mason--the officers' quarters with their walks and gardens. The south portion of the post continued to be empty of structures throughout the 1920s. Only a tennis court across MacArthur Avenue from the brick hospital, a streetcar waiting room near the west boundary, and a garage in the southwest corner stood in that area. In 1923 the quartermaster let a contract for the construction of a "Cyclone Fence, Style S, Ornamental Fabric" along the Bay Street boundary. He said it would replace "a low undressed wooden picket fence" in that area that probably was erected after the fair. The War Department turned down a request of the San Francisco Board of Education in 1923 to use the southeast corner of the fort as a playground.[36]

In 1921 the commanding general of the Ninth Corps Area moved his headquarters from downtown San Francisco to the Presidio. However his Finance Office and Corps Quartermaster were given offices at Fort Mason, probably to keep them closer to their downtown contacts. One result of this new activity at Fort Mason was an improvement in the appearance of the old parade ground. The Corps commander commented on the unsightly condition of the "quadrangle," and his quartermaster prepared an estimate for new concrete curbing, painting of fence posts and pipe

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36. San Francisco Chronicle, Dec. 5, 1920; Contract for a Cyclone Fence, 1923, Box 1243; J. B. Bellinger, Actg. QMG, July 24, 1923, to AG, Gen. Correspondence Geog. File, 1922-35, OQMG, RG92, WNRC, Suitland.

rails, weeding of walks, trimming of grass, and the oiling and rolling of roads. The estimate came to $655.[37]

Concerned that a lack of funds was causing a deterioration of the landscaping at Fort Mason, the Quartermaster Supply Officer, who commanded the depot, wrote a letter in 1923 describing the importance of the post and giving the reasons why it should be well maintained:

> Fort Mason is peculiarly a Quartermaster Corps possession and source of pride. It is the seat of the quarters of the Commanding General of the Ninth Corps Area, and his aide. Here are held official receptions for civic dignataries; here are paid visits of courtesy by foreign representatives, the ranking officers of the military and naval services of foreign countries, as well as our own, and upon its somewhat contracted area, are found the offices of the Corps Area Quartermaster and Finance Officer, as well as the headquarters of the San Francisco General Intermediate Depot and the Army Transport Service.
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> The reservation, today, is a show spot for the city; it is a sightseeing point, from its terraces, for numberless visitors, local and transient, and nowhere in our service is a small reservation subjected to greater scrutiny by a majority of our officers, and those of the Navy and Marine Corps. In the course of time, the majority of the officers of the Army, the Navy, and the Marine Corps, pass thru the Golden Gate, coming from or going to our insular possessions and China.
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> The Secretary of War and the General of the Armies, U.S.A., have recently visited the reservation, and it is certain that their interest in our local problems is keen.

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37. H. F. Rethers, QM, Apr. 19, 1923, to QM Supply Officer, Ft. Mason; Col. G. G. Gatley, Ft. McDowell, Oct. 3, 1924, to AG, Gen. Correspondence Geog. File, 1922-35, OQMG, RG92, WNRC, Suitland. These Ninth Corps Area offices had moved to the Presidio by 1929.

> We are under constant observation and our pride is concerned--that of the Quartermaster Corps generally and specifically.[38]

As eloquent as this letter was, it did not result in any great increase in beautification at Fort Mason. Yet a number of minor changes in the appearance of the reservation occurred throughout the 1920s. In 1924 a new steel flagstaff, seventy-five feet tall, was erected at the head of Franklin Street. The next year two tablets were unveiled at the fort. One of them honored Col. Richard Barnes Mason, 1st U.S. Dragoons, for whom the fort was named. The other was for the San Francisco General Intermediate Depot, as the establishment was then called. Both bronze tablets were mounted on granite that had come from China in the 1850s for the construction of the masonry fort at Fort Point and for the fortifications on Alcatraz Island.

The construction quartermaster reported on the work he completed at Fort Mason in 1925-26. The projects included:

repairs to piers nos. 1, 2, and 3	$10,440
repairs to pavement, piers nos. 1 and 2	400
repairs to roofs of three warehouses	768
new fender line, pier no. 1	23,249
repairs to roads	600
repairs to roofs four other warehouses	1,458
historical monuments (above)	55
painting commanding general's quarters	1,700
repairs, foundation & basement, NCO quarters, no. 231	500
repairs, officers' quarters, no. 4	922
exterior painting, 9th Corps Area headquarters	1,068
painting 29 buildings, upper area	4,568
building a retaining wall near pier no. 3	2,822

38. A. W. Yates, QM Supply Officer, Oct. 11, 1923, to QMG, Gen. Correspondence Geog. File, 1922-35, OQMG, RG92, WNRC, Suitland.

Also, the War Department gave approval for eliminating the loop in the streetcar line on the west boundary. It was to be substituted with a "stub terminus" on the south side of MacArthur Avenue near the salvage yard that had been established in the southwest corner of the post.

In 1928 the Adjutant General of the Army directed that a "hostess house" be established at Fort Mason. This structure was to be designed so as to provide suitable sleeping accommodations for officers and their families and for the families of enlisted men who were waiting at the post for departure overseas. The depot quartermaster pointed out that more military people passed through the post facilities at Fort Mason than even New York: "San Francisco being an intermediate point catches the passengers both going and coming and also gets its peak load thru three vessels arriving practically simultaneously. . . . During the past week [in August 1927] there were in San Francisco 470 first cabin and 165 second cabin outgoing passengers, not counting the incoming passengers . . . that may have remained over for various reasons." Obviously, what was needed was a new building.

But funds were not available for new construction at that time. Instead, the old Civil War barracks, FM-240, then being used as the finance offices for both Ninth Corps Area and the Quartermaster Department, was partly remodeled to provide eight rooms; and the barracks on the west side of the parade ground, FM-258, was made over into twelve rooms. These twenty rooms were ready in 1928. The San Francisco Chronicle published an article on them in its July 4 issue, saying that the facilities had been opened for the first time for military families sailing on the Chateau Thierry.[39]

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39. Constr. QM W. M. Allison, Jan. 30, 1924, Completion Report on Construction of Flagpole, Completion Reports, Entry 391, OCE,

The construction of additional facilities for transients at Fort Mason brought an end to the old parade ground as such. On September 28, 1929, the construction quartermaster announced the completion of a one-story, frame Embarkation Casual Center at a cost of $17,410. As it was first built, this was an L-shaped building standing on the west and south portions of the parade ground. Ten years later, a two-story, frame addition was made to the center. This wing stood on the east portion of the former parade.[40]

21. The Last Open Spaces, 1930s

The Frémont family refused to give up in its age-long battle to obtain compensation from the federal government for its property at Point San José. Another of its many claims was made in 1932. In response to the U.S. Senate's questions concerning Fort Mason and the Frémonts, the secretary of war summarized the functions of the post:

> Fort Mason is one of the most congested of the Army's military posts, with no open ground save a few acres devoted to recreation and park purposes. It is the site of the Army Supply Depot of the entire Ninth Corps Area (eight states) and much supplies and equipment for transfer to Hawaii, China, and the Philippine Islands is stored there. It is also the site of the Army Rail-Water

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RG77; Lt. Col. F. J. Behr, Sept. 13, 1926, to IG, Report of Inspection, Office of Constr. QM, Ft. Mason; R. L. Collins, AG, Oct. 9, 1926, to CO, San Francisco Gen. Intermediate Depot; L. Watrous, AG, Aug. 11, 1927, to CG, Ninth Corps Area; Gen. Correspondence Geog. File, 1922-35, OQMG, RG92, WNRC, Suitland; San Francisco Chronicle, April 17, 1925, and July 4, 1928.

40. Capt. C. W. Harney, QM, Sept. 28, 1929, Completion Report, Embarkation Casual Center, Ft. Mason; Maj. E. W. Peach, Port QM, Aug. 1, 1939, Completion Report, Addition to Embarkation Casual Center, Completion Reports, Entry 391, OCE, RG77, WNRC, Suitland.

> Transportation Terminal, consisting of docks, warehouses, and railway trackage, which Terminal is the Army's only installation of this character on San Francisco Bay and through which passes all military personnel and freight in and out of San Francisco by water, including practically all traffic to and from the Army's overseas stations in the Pacific.[41]

Even as the secretary wrote this letter, plans were underway to develop the last large open area left at Fort Mason, the still largely untouched track between MacArthur Avenue and Bay Street. Maj. Gen. Malin Craig, commanding the Ninth Corps Area, wanted all of this space developed as officers' quarters, there then being thirty-seven officers and thirteen warrant officers working at Fort Mason for whom there were no quarters. In July 1931 a layout was prepared for the area (which the quartermaster for no known reason erroneously called "the old Post Parade") containing twenty-one sets of officers' quarters, ten sets of warrant officers' quarters, two apartment houses (four families each), a bachelor officers' quarters (eight officers), and an officers' mess. The estimated cost amounted to $611,000, a rather considerable sum in those early days of the Great Depression.[42]

So much for plans. The U.S. Congress's Emergency Relief and Construction Act of 1932 contained an item for only $110,000 for eight sets of officers' quarters at Fort Mason. The Quartermaster Department in Washington and the Construction Quartermaster at Fort Mason together planned the new quarters.

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41. Sect. of War F. H. Payne, June 15, 1932, to Chairman, Committee on Military Affairs, U.S. Senate, Gen. Correspondence Geog. File, 1922-35, OQMG, RG92, WNRC, Suitland.

42. Brig. Gen. L. H. Bash, QMC Asst., July 21, 1931, to AG; and July 26, 1932, to Constr. QM, Ft. Mason, Gen. Correspondence Geog. File, 1922-35, OQMG, RG92, WNRC, Suitland; San Francisco Chronicle, Nov. 15, 1931.

After considering the traditional straight rows of houses, they decided to treat the area "as an enclosed residence park, somewhat similar to Sea Cliff and other similar parks" in San Francisco. A hedge would be planted along Bay Street and another along the streetcar tracks within the fort to provide privacy. Further, it was decided to provide for a new entrance to the post from Franklin Street, "to take some of the traffic from the dangerously congested present entrance on Van Ness Avenue, but the road will be slightly curved, both to avoid the look of a city street and to pass within proper distance of back doors."[43]

An unidentified newspaper clipping of the time described the proposed quarters as the most beautiful of any army post in the country. It also said that they would be occupied by the commanding officer of Ninth Corps Area and his staff--but there was no desire by the general to move out of his comfortable residence with its beautiful view of the bay. About this time, a local construction engineer, James H. Hjul, wrote the editor that the quarters as planned were not strong enough to withstand an earthquake. "It will be criminal," he said, "to ask officers and their families to occupy those buildings." The construction quartermaster strongly disagreed. He said they would be constructed on substantial, spread footings that stood on sandy soil. The walls above the foundations were to be twelve inches thick, laid up in portland cement mortar. And floor joists would be tied into these walls with iron anchors. The eight sets, arranged in a horseshoe, were completed in 1934. Their Mission Revival

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43. Bash, July 20 and Sept. 17, 1932, to Constr. QM, Ft. Mason, Gen. Correspondence Geog. File, 1922-35, OQMG, RG92, WNRC, Suitland. This entrance road was built with a curve in it. However, either at the same time or later, it was paralleled with another, wider entrance road (Franklin Street) that ran straight north to its intersection with MacArthur Avenue.

architecture was the most handsome expression of that style to be built at Fort Mason.[44]

The establishment of the Public Works Administration in 1933 resulted in a great deal of new construction at Fort Mason. For 1934 alone, the construction quartermaster reported the following projects as being underway:

Dredging dock area
Extension of pier no. 3
Construction of shed, pier no. 1
Construction of shed, pier no. 3
Relaying and repairing railroad tracks in dock area (steel ties)
Construction of new marine repair shops (FM-308)
Construction of battery charging station (FM-322)
Heating system in dock area
Remodeling of electrical system, dock area
Paving dock area

All the buildings in the dock area were painted a light buff color that year. Earlier paint colors are not known; photographs show that some of the structures were painted in a dark color. Up on the bluff the old Civil War barracks acquired its second addition, more space being needed by the finance office which was now handling the finances for all the Civilian Conservation Corps on the West Coast.[45]

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44. Capt. H. B. Nurse, Mar. 17, 1933, to AG, unidentified newspaper clipping; clipping from San Francisco News, Mar. 16, 1933; Capt. Leander Larson, Constr. QM, Aug. 23, 1934, Completion Report on Construction of Field Officers' and Company Officers' Quarters, Ft. Mason, Gen. Correspondence Geog. File, 1922-35, OQMG, RG92, WNRC, Suitland.

45. Maj. S. R. Disham, Aug. 12, 1930, Completion Report, Addition to Finance Office, No. 19; Capt. L. Larson, May 7 and Oct. 4, 1934, to QMG, Gen. Correspondence Geog. File, OQMG, RG92, WNRC, Suitland.

Funds in the late 1930s allowed for various improvements in the general appearance of Fort Mason. In 1935, the overhead electrical lines and poles were replaced by an underground electrical system, complete with electric ducts, manholes, cables, transformers, service connections, etc. The new streetlight poles were made of steel and had eighteen-inch round globes. They were manufactured by the Union Metallic Lamp Standard Company, who described them as Style 717. In a major "repair and rehabilitation" of the entire post in 1938, nearly $200,000 was spent. The records available do not record what work was done on individual buildings, but nearly every structure on the post was involved. Almost half of the funding went to the care and improvement of the grounds. This work involved the removal of old trees, planting trees and shrubs, sodding grounds, weeding, repainting signs, repairing the tennis court, replacing wooden steps with concrete ones (this is thought to be the many concrete steps leading down the bluff in various directions today), and the construction of still another retaining wall in the dock area. Carnations, ice plant, and shrubs were planted "in appropriate locations." The still-empty southeast corner of the post finally received some attention in 1939. A sprinkler system was extended to that area and approximately three and one-half acres of "dusty clay & parched weeds" were graded and planted with grass seed.

One project from this period cannot today be regarded as progress. MacArthur Avenue, about twenty-four feet wide, ran past the port headquarters (FM-201). There was very little parking anywhere nearby for either the personnel working in headquarters or for visitors. Money was made available in 1935 to widen MacArthur Avenue on its south side and immediately to the west of the new officers' quarters. The dimensions of this area have not been located but it was designed for thirty-seven cars.

The avenue was never the same again. Today the historic road has an average width of over one hundred feet.[46]

22. World War II

With the rest of the world at war in 1941, the United States Army undertook large-scale construction nationwide under a national defense program. There was very little space at Fort Mason for the Port of Embarkation to expand its activities, but the little that was available was utilized that year. In the southwest corner of the post, housing was erected for military police units. The barracks, two-story, balloon frame, and of the standard plan of that period, were begun early in the year. The first of these, 29 by 130 feet and designed for eighty-eight men, was completed on April 2, 1941, at a cost of $11,360.55. Four more barracks, each for sixty-three men, were completed that year. Other necessary buildings included: two combination supply room and company administration buildings, each 51 feet by 25 feet 4 inches; a 250-man mess hall, 114 feet by 25 feet 4 inches; a recreation building, 72 feet 9 inches by 25 feet 4 inches; a guard house, 33 feet by 25 feet 4 inches; and a post exchange, 63 feet by 37 feet.

Also associated with the military police was a new building at the entrance to the dock area. Officially called the Identification Building (FM-302), it was a one-story, wood frame structure measuring 18 by 40 feet. The exterior was stucco and the roof was terra cotta tile, thus maintaining the Mission Revival

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46. Application for Allotment of Funds under Emergency Relief Appropriation Act of 1935, July 16, 1935, Gen. Correspondence Geog. File, 1922-35, OQMG, RG92; Capt. S. W. Hulse, Mar. 28, 1936, Completion Report, Underground Electric System, Ft. Mason; Capt. E. W. Peach, Sept. 7, 1938, Completion Report, Repair and Rehabilitation of Buildings, F. Mason, OCE, RG77; Project Estimate, Sprinkler System, October 1939, OQMG, RG92, WNRC, Suitland.

style. It had two offices, a darkroom, and a lavatory when first built. The primary function of the structure was the fingerprinting and photographing of post employees. During the war, an addition to the building was constructed, undoubtedly due to the increased security measures necessary. The term "Provost Marshal's Office" apparently dates from this period.

Two more buildings completed in 1942 generally marked the end of military construction at Fort Mason--if for no other reason tha an end to space. Between the 1934 officers' quarters and the 1941 enlisted barracks, the construction quartermaster erected a fine new office building for himself (FM-101). It was a single-story, wood frame, stucco exterior, H-shaped structure, having a red Mission tile roof. A concrete and steel vault was built into the building for the storage of plans. The windows were plate glass, and the three main offices were finished in mahogany. The construction quartermaster shared this handsome building with the post commander.

Between the port of embarkation headquarters (FM-201) and the commanding general's residence (FM-1), a post chapel was erected and formally opened on December 2, 1942. It was the first chapel building in Fort Mason's long history. The San Francisco Chronicle described the building as being of modified Spanish architecture, impressive in appearance, and large enough to seat 350 people. As a port of embarkation, Fort Mason undoubtedly had long felt a need for a chapel. But that this wartime building could be called "impressive" probably had nothing to do with the people passing through the port. Across the street from the chapel lived two important generals: the commander of Fourth Army and the commander of the port of embarkation.[47]

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47. Maj. H. B. Nurse, Apr. 2, 1941, Completion Report, Barracks, Ft. Mason; Capt. J. V. Veal, June 9, Oct. 21, and Dec. 10, 1941, Completion Report, Barracks and other Buildings,

Needless to stress, activities at the San Francisco Port of Embarkation increased tremendously during World War II. Since no room was left at Fort Mason, the expansion of facilities had to occur elsewhere. In 1941 supply activities for Alaska were moved to Seattle, Washington. General cargo piers and warehouses were constructed at the Oakland Army Base. Camp Stoneman was established near Martinez, California, for the overseas processing of personnel. A munitions pier was constructed at Benicia Arsenal. In 1942 all general depot functions were removed from Fort Mason, which then was wholly involved with its primary function as a port of embarkation. By 1943 no fewer than twelve other installations in the vicinity of San Francisco Bay were assigned to the Port of Embarkation at Fort Mason. The total number of civilian and military personnel employed by the Port on December 31, 1944, was no fewer than 24,142. Between December 1941 and August 1945, 1,657,509 passengers and 22,735,244 tons of cargo passed through the San Francisco Port of Embarkation, figures exceeded only by New York. The small army reservation established by President Fillmore in 1850 had come a long way.

In 1949 the army's transport ships were transferred to the U.S. Navy. The San Francisco Chronicle predicted that Fort Mason's docks would be abandoned as a result. But such was not yet to be. The outbreak of the Korean War in 1950 insured that Fort Mason would witness the departures and arrivals of many thousands of troops and army dependents for several years yet to come.

Hundreds of civilians, soldiers, WACs, even prisoners of war, worked at Fort Mason during the war years. Air

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Ft. Mason; Dec. 9, 1941, Completion Report, Identification Building; and Jan. 30, 1942, Completion Report, Office, Construction QM, Ft. Mason, OCE, RG77, WNRC, Suitland; San Francisco Chronicle, Nov. 27, 1942.

raid practices, war savings bond drives, the steady arrival and departure of troop ships, the return of the dead as well as the living, all marked those momentous days at Fort Mason. The post began in a wartime atmosphere, and its missions ended shortly after the turmoil of the mid-twentieth century. When the reservation celebrated its centennial in November 1950, the San Francisco Chronicle noted that it was only a few days younger than the State of California. The historic structures that survive illustrate the history of this post and are reminders to the generations of this chapter in the building of a nation.[48]

B. The Parade Ground

Company H, 9th U.S. Infantry, occupied the new Post of Point San José on October 13, 1863. By the summer of 1864, two barracks, a guardhouse, and other necessary garrison buildings had been constructed. Located near the north end of the promontory, the two barracks and the guardhouse lay in an east-west line. In front of them, to the south, a row of four structures paralleled the first. These buildings consisted of two mess halls (with kitchens), a band barracks, and the post hospital.[1]

The space between the two rows of buildings measured approximately 90 by 300 feet. This first parade ground had a

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48. [C.P. Gross], Report of the Chief of Transportation, Army Service Forces, World War II (Washington: War Department, 1945), pp. 60-61; Chester Wardlow, The Transportation Corps: Movements, Training, and Supply, United States Army in World War II, The Technical Services (Washington: Department of the Army, 1956), pp. 46, 97, 99, and 110; James W. Hamilton and William J. Bolce, Jr., Gateway to Victory, The Wartime Story of the San Francisco Army Port of Embarkation (Stanford: Stanford University Press, 1946), pp. frontispiece, vii-ix, 18-19, 123-45, and 149; San Francisco Chronicle, Aug. 23, 1948 and Aug. 4, 1949.

1. By 1877 the band barracks of 1864 was labeled as being the hospital steward's quarters.

gentle slope from east to west but was a relatively flat area at an elevation of about 113 feet. At that time most of the reservation at Point San José was covered by drifting sand dunes. However, the parade ground, being on the highest part of the promontory, may have possessed a scattering of grasses and shrubs. The west end of the parade had a high wooden fence running north and south that served as a windbreak against the steady winds from the Golden Gate.

The parade ground was the heart and soul of a garrison. Here the daily guard mounts and retreat formations were held, and inspections and reviews of the troops carried out. Ordinarily the national colors flew from a flagstaff located on the parade ground. But at Point San José the flagstaff stood farther out on the point so that its colors might be seen by all ships entering the bay. But it could be seen from the parade ground also; and soldiers could salute it at evening retreat.

The first parade ground came to an end sometime between 1888 and 1890. The two mess halls were removed and the area in front of the barracks was graded and leveled off at an elevation of about 104 feet. This new area measured 220 feet from north to south and 180 feet from east to west. Walks in the shape of a + were laid out dividing the parade into four unequal rectangles. These paths appear to have been less than ten feet wide. A north-south row of trees, that must have been planted at an earlier time as a windbreak for the post headquarters, ran across the southeast rectangle. A road about fifteen feet wide surrounded the parade. The northwest and southwest corners of this road were rounded, while the other two corners were squared off. Three roads connected to this parade road. At the northeast corner a road ran eastward to Franklin Street. A road ran from the southeast corner of the parade in a southeasterly direction to join the main road entering the post. And in the middle of the west side a road led into the post stable compound.

Buildings bordered the parade on all four sides. The two barracks, now combined into one structure, stretched along most of the north side. On the west, from north to south, were the combination paint shop and oil house, the stableman's quarters, and married soldiers' quarters. Centered on the south side was a canteen (these were soon to be called post exchanges or PXs). And on the east side, from north to south, stood the hospital, a bakery, and the combination post headquarters and commissary storehouse. A map of the area prepared in 1890 showed in considerable detail the landscaping and planting that had been done at the post. Except for the row of trees, the parade ground is shown as if bare of vegetation. It was, however, undoubtedly covered with grass by that time, as were all parade grounds at military reservations.

A new map of Point San José drawn only two years later noted two changes concerning the parade ground: the crosswalks had disappeared and the bakery building had been moved to the south side, just east of the canteen.

At the turn of the century the parade ground was in danger of losing its existence. Modern armament was being installed in the coastal defenses of San Francisco Bay, and three large batteries were scheduled for Fort Mason, as the reservation was now called. One of these batteries, for three 3-inch guns, was planned to be located on the same site as the barracks. A Board of Officers considered the situation and recommended that the barracks be moved onto the parade and that a new parade ground be laid out at the southeast corner of the post. In the end, the battery was not constructed and no changes were made.[2]

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2. Proceedings of a Board of Officers, Fort Mason, July 24, 1901, Gen. Correspondence, 1890-1914, OQMG, RG92, NA.

If the parade ground had not already been planted with grass, the possibility of its having been seeded in 1903 was quite good. A great deal of seeding was done that year--barley, oats, rye, and alfalfa on the sand dunes to the south and west; and blue grass seed on the north end of the point (the hospital and the gun emplacements being mentioned specifically).[3]

A new survey of Fort Mason was carried out in 1907. The resulting map showed two new barracks on the west and south sides of the parade. The old hospital had been converted into a post exchange. And now an overhead telegraph line crossed the north edge of the parade ground. The parade itself was little changed; the western corners had become a little more angular to resemble the eastern ones.

Beginning in 1912 all of Fort Mason underwent a face lifting. Prisoners were brought from Alcatraz Island to perform the repair, maintenance, and police of all the structures and grounds. The commanding general, Maj. Gen. Arthur Murray, was determined that all the army posts in the Bay Area would be beautified in time for the 1915 Panama-Pacific International Exposition. A 1912 map showed that the road around the parade ground was now covered with macadam. An army engineer stationed in San Francisco a few years earlier had described how to build a macadam road. It was his opinion that Angel Island rock was the best for road work, but that rock quarried at the Presidio had also been used in the past. He made no mention of the crushed rock that Alcatraz's prisoners had been turning out since at least 1901 for roads at the various posts. The broken rock, Harts said, should be crushed so as to

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3. Lt. H. L. Howland, Ft. Mason, Jan. 12, 1903, to Chief QM, Dept. of Calif.; Lt. C. F. Andrews, Ft. Mason, Sept. 17, 1903, Special Requisition, Gen. Correspondence, 1890-1914, OQMG, RG 92, NA.

pass through a two-inch ring. This macadam "should be carefully rolled, using finely crushed rock for surfacing and as a binder which must be settled in place by a thorough sprinkling during rolling." To make one cubic yard of macadam road required 1-1/3 cubic yards of broken rock and 1/3 cubic yard of screenings. Macadam was laid to a depth of five inches. On a thirty-two-foot-wide road, the layer of macadam would be twenty-four feet wide, leaving a four-foot shoulder on either side. Presumably, the macadam road around the parade ground followed this prescription.[4]

With the completion of the transport docks in 1912, Fort Mason became an important supply depot for army operations on the West Coast, Alaska, and overseas. No changes occurred on the parade ground itself; but the uses of the buildings around it underwent several changes. In 1917, for example, the old Civil War barracks to the north then housed the offices of the Depot Medical Supply Officer. The two newer barracks on the west and south now served as storehouses. The post stables had been removed and the road leading off the west side of the parade had been closed. A map prepared in 1917 suggests the possibility of curbing having been placed on both sides of the parade ground road.

The functions of these buildings changed again in the early 1920s when the Finance Office and the Quartermaster Office of Ninth Corps Area moved into them. When visiting these offices in 1923, the commanding general of the Ninth Corps Area noted with displeasure the unsightly condition of the roads and gutters around the parade. The commanding officer of the depot soon received

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4. Maj. W. W. Harts, "Report upon the Expansion and Development of the Presidio of San Francisco, California," January 1907, pp. 62-65, Gen. Correspondence, 1890-1914, OQMG, RG92, NA.

orders to construct new concrete curbing, to paint the fence posts and pipe rail, to weed the walks, and to trim the grass.

This directive contained the first known mention of a fence around the parade and, in fact, the first specific mention of grass. As for "walks," no map of Fort Mason had shown walks across the parade since that of 1890. However, an aerial photograph of Fort Mason taken in June 1920 did show crosswalks in the shape of an x with a small circle in the center.

The estimates for the improvements desired by the general were fairly modest:

Curbing:	Cement, sand, and labor, 18 yards @$12	$216.00
	Labor, excavating for curb, 3 men, 4 days	48.00
	Carpenter, 1 week	31.00
		$310.00
Painting railing:	Painter and materials	93.00
Road repairs:	Scarifying, oiling, and rolling	312.00
	Total	$655.00[5]
	[Actual Total	$700.00]

Although the parade ground was spruced up, it was rarely, if ever, used by troops in the 1920s. A regular garrison was no longer stationed at the fort. Only a few enlisted men from the various branches, such as the Quartermaster and the Signal

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5. H. F. Rethers, Apr. 19, 1923, to QM Supply Officer, Ft. Mason, Gen. Correspondence Geog. File, 1922-35, OQMG, RG92 WNRC, Suitland.

Corps, were assigned to the post, their quarters being elsewhere than in the former barracks.

Then, in 1929, the parade ground came to an end. On its west and south portions, a large, L-shaped one-story building was constructed at a cost of $17,410. This structure was used to house soldiers awaiting transportation overseas and elsewhere. In army terms, it was an Embarkation Casual Center. In 1939, a two-story, frame addition was made to the center on the east portion of the old parade. The complete, U-shaped structure almost perfectly filled the former parade.

In the 1960s, the General Services Administration razed this building, then numbered 257, along with the west barracks, no. 258, and the south barracks, no. 256. This action opened up the parade ground once again, although the foundations of the Casual Center and of the other buildings still remain. The barracks on the south side had had a basement; with the removal of the building the basement wall became a steep cliff against the south side of the parade rather than the original gentle slope that had led to the southwest.

1. Conclusions

By 1890 Fort Mason's parade ground had evolved into its final form. It and its surroundings were similar to the hollow square forts that had evolved on the American frontier and were to be found from Alaska to Florida. While primarily an artillery post containing seacoast defenses, Fort Mason and its parade ground witnessed the coming and going of infantry troops and engineer companies. In the present century, a depot grew up around the parade; the bordering barracks became offices. Although no troops marched on its grassy square in the 1920s, it was during this decade that the area was "improved" with curbing and fencing. The depot and the post gradually expanded in the

1920s and the parade ground became one of the last remaining open spaces on the reservation. Its integrity was finally shattered with the construction of a building on it for the housing of transient troops.

2. Recommendations

Recommend that the parade ground be restored to its appearance between 1890 and 1917, that its grassy surface be replaced, that the road around it be macadam, and that the modern curbing be removed, so that the road and the grass come together at the same elevation. Further recommend that the crosswalks be recreated in the shape of a + and that the gentle slope to the south of the parade be recreated.

Restoration of the front facade of the Civil War barracks on the north side of the parade and of the grassy square and macadam road would make this focal point of the ancient garrison live again.

C. MacArthur Avenue

The first road through the Post of Point San José consisted of little more than a wagon trail that skirted the sand dunes or, where necessary, was cut through them. It entered today's reservation approximately at the intersection of Van Ness Avenue and North Point Street, Van Ness not then extending to the waterfront. It passed to the south of the garrison on a trace surprisingly close to that of the present MacArthur Avenue.

By 1877 this trans-post road had been shifted northward, still keeping to the south of the garrison and running along the general route of today's Schofield Road. That same year General McDowell ordered the planting of lupine and barley to prevent the drifting sand from covering the post's roads. A newspaper account of Point San José said that as soon as the sands were stopped the roads could be made permanent, suggesting that they had not yet

been covered with macadam. The same article described the approach road to the post from Larkin Street as already being a "good macadamized and plank highway." Also, work had begun in cutting through the sand hills south on Van Ness Avenue trace so as to join the fort to where that street was already developed, farther south. Over 100,000 cubic yards of sand had already been removed. This new section of road, probably completed that year, should not be considered the wide avenue of today. Maps of the period show that it was but twenty-four feet wide--the same width as most of the roads within the fort. The gate to the post remained at the intersection of Van Ness and North Point Street.[1]

By 1890 most of the roads within Fort Mason had been well defined. Once again an unnamed street ran east and west approximately where the first road had been. Lest it be thought that this road was back to stay, it is hastily noted that it again disappeared from the maps of 1907. By this later time there was no longer an east-west road through the reservation. The eastern part of today's Schofield Road still existed but it now ran around the promontory down to the pier (today's McDowell Avenue). Some asphalting of the roads was carried out in 1891, but the details of this undertaking have not been located. In 1903 the post quartermaster reported that the asphalt had worn out. He requested $2,045 for improvements to the roads, walks, and gutters. The secretary of war approved the request but, again, the details of the work are missing.[2]

It is clear from surviving maps of the post that the main entrance to Fort Mason had been changed from its original location

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1. Daily Alta California, July 7, 1877.

2. Lt. A. C. Arnold, Ft. Mason, Apr. 13, 1903, to Chief QM, Dept. of Calif., Gen. Correspondence, 1890-1914, OQMG, RG92, NA.

to its present site at the intersection of Van Ness and Bay Street by 1901. Thus the first section of MacArthur Avenue--from the gate to its intersection with Franklin Street was completed by that same time. Its existence was confirmed in 1903 when the post commander referred to the construction of the Van Ness Avenue retaining wall "east of the main entrance to the reservation." The heavy loads of stone for that wall almost ruined the roads within the post, and a second allotment, $2,600, was authorized that year for their repair.[3]

The earliest map of Fort Mason to show macadam on the main roads is dated 1912, on the eve of the post's beautification project for the 1915 international exposition. It is not known when this macadam was first laid but an inspection report of 1910 stated that "the main roads and walks at this post have recently been reballasted and given a new top dressing."

In an earlier section of this report the method of macadamizing roads at the Presidio was discussed. The engineer who prepared it said that the main roads of the post should be thirty-two feet wide; the roads in front of the officers' quarters not much used for driving, twenty-four feet in the clear; and service roads back of quarters and barracks, sixteen feet. The width of the macadam "metal" was eight feet less than the width of the road, leaving a four-foot shoulder on each side. "Macadam," he said, "should be carefully rolled, using finely crushed rock for surfacing and as a binder which must be settled in place by a thorough sprinkling during rolling." The rock should be crushed so as to pass through a two-inch ring, while the surface covering

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3. Capt. S. L. Faison, Ft. Mason, Sept. 25, 1903, to Chief QM, Dept. of Calif., Gen. Correspondence, 1890-1914, OQMG, RG92, NA.

should be "finely" crushed. He also gave the formula for a cubic yard of macadam: 1-1/3 cubic yards of broken rock, 1/3 cubic yard of screenings. In one mile of a thirty-two-foot-wide road, there would be a layer of macadam twenty-four feet wide, an average of five inches thick, and 1,760 yards long, or a total of 1,956 cubic yards. Angel Island rock was the best, but rock from the Presidio had also been used. He did not mention rock from Alcatraz which had also been used at the Presidio and which was about to become a fairly large occupation of military prisoners.[4]

In 1909 a mass meeting was held in San Francisco out of which came the concept of an international exposition to be held in the city in 1915. The Panama-Pacific International Exposition Company was formed and plans got underway. The secretary of war and the U.S. Army enthusiastically supported the undertaking. The army was especially proud of its work on the Panama Canal and was pleased that the fair had adopted that theme. Maj. Gen. Arthur Murray, then commanding the Western Division and having his residence at Fort Mason, planned to take advantage of the exposition to demonstrate to its visitors the strength of San Francisco's coastal defenses and to open the military posts, particularly the Presidio and Fort Mason, to the public's inspection.

The Exposition Company was permitted to take over temporarily the southern third of Fort Mason and add that to the area south of Bay Street, the whole to become the amusement concessions complex known as the Joy Zone. This meant the closing of Laguna Street, the army's only access to its transport docks and warehouses at Fort Mason. In return for the use of the

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4. Chief QM, Dept. of Calif., extract from inspection report, Ft. Mason, May 9, 1910; Harts, Report on Expansion of the Presidio, January 1907, Gen. Correspondence, 1890-1914, OQMG, RG92, NA.

Fort Mason land the Exposition Company agreed to construct a road for the army across Fort Mason from the main entrance to the Laguna Street boundary.[5]

In 1912 the Quartermaster Department prepared a rough drawing of the proposed road. Its entrance to the post and its eastern end would be the existing entrance and road. It would then extend westward past the hospital (FM-201), make a slight jog to the north, then run westward to reach the west boundary where the departmental stable stood. At that time it was planned to remove the departmental stable. Details of this drawing showed that the existing entrance road was still covered with macadam and that either brick curbing, or a brick gutter, or a combination of both, had been constructed along both sides of the road.

The new road was completed on February 28, 1914, one year before the opening of the fair. The stable was not removed as originally planned; instead, the road branched and curved to the north and south around the building to join Laguna Street. It seems highly likely that the entire road was covered with asphalt at that time by the Exposition Company. One factor supporting this idea was that the construction quartermaster advertised for proposals for the asphalt paving of Laguna Street from the end of the new road to Wharf No. 1 in the dock area. Also, the first known detailed map showing the completed road, dated 1917, showed the entire road as being covered with asphalt--the only asphalt street then at Fort Mason, the rest still being macadam.

Shortly after the road was completed, the secretary of war granted a revocable license to the City and County of San

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5. Todd, Story of the Exposition, 1:133, 161-62, 266, and 384; J.B. Aleshire, QMG, Apr. 5, 1911, to AG, Gen. Correspondence, 1890-1914, OQMG, RG92, NA.

Francisco to construct a double-line track of electric railway at Fort Mason. These streetcars entered the fort immediately to the west of the main entrance and paralleled the new road to Laguna Street, keeping to the south of it. At the western boundary, the tracks circled the departmental stable, making a loop and reentering the reservation via today's Miles Road.[6]

Due to World War I, the exposition lasted only the one year, 1915. America's entry into the war in 1917 brought a great increase in activity to the depot and to the transport service. Additional warehouses were erected on the upper part of the post, west of the brick hospital building. The new road saw ever increasing traffic in the movement of supplies to the docks and to the railroad in the dock area (also completed in 1914). By World War II, the road had become the main artery through the busy port of embarkation. The old main entrance was no longer used. It was too narrow and too dangerous because of the increase in city traffic at the intersection of Van Ness and Bay. A new entrance road, extending north from Franklin Street to join MacArthur Avenue, was constructed about 1934. However, the original entrance with its later ornamental iron gate still exists as does the tree-shadowed earliest section of the road.[7]

As noted earlier in this study, the widening of MacArthur Avenue began in 1935 with the construction of a thirty-seven-car

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6. Lt. Col. G. McK. Williamson, Report of Work Done by Panama-Pacific Exposition Co. up to Feb. 28, 1914; Capt. R. B. McBride, OQMG, July 6, 1914, to Constr. QM, Ft. Mason, Gen. Correspondence, 1890-1914, OQMG, RG92, NA.

7. No documentation for the gate has been found. Similar gates at the Presidio were constructed in 1894. It is likely that the gate was constructed here at the same time the entrance was built--it was the main entrance for the quarters of the commanding general of the department. A plaque near the gate today recognizes improvements made in the 1930s.

parking area on the south side of the road. Subsequent changes cannot be traced in detail. It is presumed that much of today's widening occurred when the strip containing the streetcar tracks was paved. The original road had a width of twenty-four feet; today's road from the Franklin Street intersection westward has a width of approximately 100 feet.

Test excavations made in 1978 at the intersection of MacArthur Avenue and McDowell Avenue revealed a profile consisting of two layers of asphalt on top of an eight-inch layer of concrete. Below that only sand exists. It remains undetermined if this is the original heavy-duty road constructed by the Exposition Company in 1914.[8]

1. Conclusions and Recommendations

MacArthur Avenue, which was probably named for Maj. Gen. Arthur MacArthur, is the only surviving element of the Panama-Pacific International Exposition presently within Golden Gate National Recreation Area. Its eastern end existed before the fair and was the main entrance to the post and the approach drive to the department commander's residence. Probably coincidentally, MacArthur Avenue was located on the same general axis as the main corridor of the exposition, through the Court of Abundance, the Court of Honor, the Court of Four Seasons, and ending at the classic Palace of Fine Arts, which has recently been reconstructed. From the higher elevations of the road one may look today over the intervening city blocks towards the Fine Arts structure.

MacArthur Avenue has been nominated to the National Register of Historic Places as a historic structure in the revised

8. Telephone communication, Feb. 14, 1978, between Ron Treabess, Project Manager, Golden Gate NRA, and the writer.

Fort Mason Historic District. As of this writing, it has not yet been placed on the Register.

The avenue, from the entrance gate to the intersection of Franklin Street, retains generally its appearance from the year 1914. (Before that, it was covered with macadam.) From Franklin Street westward, MacArthur is a wide expanse of asphalt that, as existing, contributes nothing to the historic atmosphere nor aesthetics.

It is recommended that MacArthur be restored to its 1914 appearance from the entrance gate at Van Ness and Bay westward to a point just beyond the Port of Embarkation headquarters, FM-201.

PART III. ARCHITECTURAL DATA SECTION

A. Introduction

The history of the construction, development, and function of both the Parade Ground and MacArthur Avenue at Fort Mason is presented fully in the text of the Historical Data Section of this Historic Structure Report. The Architectural Data Section provides substantial support documentation to illustrate the evolution of these two historic features. Recommendations for their future treatment are also presented in conjunction with Phase I of the current Park Master Site Plan. Much of the information is conveyed through a chronological presentation of photographs and maps with accompanying descriptive captions identifying the developmental changes which have occurred since their original construction. It is presumed that the emphasis on the illustration of primary source material and the resulting brevity of text will better provide the reader with a concise and practicable document.

B. MacArthur Avenue Development

c. 1900: The Avenue is first shown approximately in its current alignment from Bay Street around the Commanding General's property.

1911: Two temporary sheds were constructed to the west of the hospital (FM-201) and a thirty-animal departmental stable near the west boundary.

1914: MacArthur Avenue completed (Feb 1914). The Federal Government empowered the Panama-Pacific International Exposition Company to use eighteen acres of southern Fort Mason as a "Joy Zone" with the condition that a road be

constructed across the reservation from Van Ness Avenue to the Transport Docks.

The Exposition lasted only one year due to wartime, and the area reverted to the reservation. A month after the street was completed, the secretary of war granted a revocable license to the City and County of San Francisco to construct a double-line track of electric railway along it, making a loop around the stable.

1917: Supply activity at the general depot increased considerably as the U.S. entered the war. The southern portion of the post was occupied by a wartime tent city called "Mason Cantonment."

The southern portion of the post continued to be empty of permanent structures throughout the 1920s, except for a tennis court across MacArthur Avenue from the brick hospital, a streetcar waiting room near the west boundary, and a garage in the southwest corner.

1925-6: The War Department gave the approval for eliminating the loop in the streetcar line on the west boundary to be substituted with a "stub terminus" on the south side of MacArthur Avenue near the salvage yard that had been established in the southwest corner of the post.

1931: A layout of the southern area between MacArthur Avenue and Bay Street was prepared

for Major General Malin Craig, commanding the Ninth Corps.

1932: Eight sets of Officers' Quarters were designed as an enclosed residence park, somewhat similar to Sea Cliff and other similar parks in San Francisco. A hedge was planned to be planted along Bay Street and another along the streetcar tracks within the fort for privacy. A new curved entrance to the post was constructed from Franklin Street, "to take some of the traffic from the dangerously congested present entrance on Van Ness Avenue, but the road will be slightly curved, both to avoid the look of a city street and to pass within proper distance of back doors."

1935: With money available, MacArthur Avenue was widened on its south side and immediately to the west of the new officers' quarters. The exact dimensions of the area are not known, but it was designed for thirty-seven cars. Today the road averages over 100 feet wide in this western portion.

1941: Housing for military police units, five barracks, were constructed in the southwest corner of the fort.

1942: The current Park Police building was completed in 1942, a one story, wood frame structure, H-shaped in plan with offices for Construction Quartermaster and Post Commander.

The Post Chapel was also constructed in 1942. All General Depot functions were removed from Fort Mason and it became primarily a Port of Embarkation with over 24,000 employees.

1948: In June 1948, Headquarters, Sixth Army, gave approval for the widening and straightening of MacArthur Avenue. Work was begun with force account labor and was still under way on July 12, 1948. According to a second report, dated October 27, 1948, MacArthur Avenue and Miles Road, from Franklin Street to Laguna Street, was widened and straightened. It is believed that the streetcar tracks were removed at that time.

1978: Virtually no alterations were made to MacArthur Avenue between 1949 and 1978 although current park planning has proposed the removal of the western half of the roadway in an effort to open the park to more recreational activities.

C. Parade Ground Development

1864: In 1863-64 two frame barracks structures were constructed near the north end of the reservation, west of the present Officers' Quarters. To the south a small frame mess hall and kitchen stood in what was to become the Parade Ground.

1883: By March 1883, the two barracks had been united into one structure 30-1/2 x 180 feet.

1888-90: The two mess houses were removed and the area south of the barracks was graded for use as a Parade.

1890: The Parade measured 180 by 220 feet with a road around the four sides. The flagstaff at Fort Mason never stood in the Parade, but rather first on the post's highest ground, behind the Civil War Batteries and from 1900 on at the head of Franklin Street.

1900: During the Endicott period and the reconstruction of the coastal defense of San Francisco, 3-inch guns were proposed for installation on the site of the barracks, moving the barracks into the Parade Ground.

1907: The shape of the Parade had been squared at the western corners.

1917: Map shows first Parade with similar "square" corners on all four sides. Curb lines are indicated on both sides of the roads around the Parade Ground.

1923: A $655 estimate was made for improvements to the Parade Ground. These included: new concrete curbing, painting of fence posts and pipe rails, widening of walks, trimming of grass, and the oiling and rolling of roads.

1925: Sometime during this year the south veranda on building FM-240, facing the Parade Ground, was removed.

1929: On September 28, the construction quartermaster announced the completion of a one-story, frame Embarkation Casual Center at a cost of $17,410, an L-shaped building built on the west and south portions of the Parade Ground. In 1939 a two-story addition was made to the center on the east side of the former Parade.

1936: Overhead electrical lines and poles were replaced by an underground electrical system.

1978: Archeological test holes revealed the presence of extensive Amerind remains in the vicinity of Building 280 and under Barry Street at the Parade Ground.

D. Assessment of Existing Physical Conditions and Alternatives for Treatment

1. Parade Ground

Although the architectural surroundings of the existing Parade Ground reflect little of their nineteenth-century appearance, the Parade itself and adjoining roads have remained close to their historic configuration. The roads are currently surfaced with asphalt, but evidence of the original macadam road remains underneath. As noted in the Historical Data Section, the shape of the Parade evolved slightly from 1890 until 1917 at which time all the corners were squared and curbed. Detailed maps illustrate the various alterations and enable a detailed restoration plan to be designed. Many of the maps indicate landscape features including road construction, plantings, walks, curbing, and topography. The numerous photographs also document the evolution of the area, especially since 1945.

The Parade has been cleared of the Embarkation Center building which was built in 1929 with a 1939 addition, but portions of the foundations remain. Similarly, portions of the foundation ruins of former building No. 256 opposite the south side of the Parade have not been removed. In contrast, the north and east sides of the Parade Ground have retained much of the historic setting with Building FM-240, former Civil War barracks, on the north, and the nineteenth-century officers' houses on the east. Building FM-240 is scheduled for exterior restoration to its most historic appearance circa 1890, and the officers' houses will be preserved in their current historic condition. It is recommended that the Parade provide a consistent historic period setting for building FM-240 to best illustrate the nineteenth-century military environment, at least in part, which formerly distinguished Fort Mason.

As presented in the current photographs of the Parade area, the roads are deteriorating rapidly and sections of the curb and sidewalks have become broken and overgrown. The Parade itself contains mounds of earth and building debris following the removal of the Embarkation Center building which once covered most of the quadrangle. The area has become full of weeds and basically reflects little of its historical significance as the center of nineteenth-century fort activity.

2. MacArthur Avenue

The avenue currently extends through three zones of varying historical importance with regard to the degree of significant extant features. Its current condition ranges from the virtually original eastern third from Bay Street to Franklin Street, to the central section adjoining historic building FM-201, and finally to the wide western half where all related structures have been removed. It is this westernmost portion which no longer presents

any of its original character or true historic significance. Although this area of the fort was generally barren at the time of road construction in 1914, the present openness with large areas of pavement, foundation remains, and plantings of trees near Laguna Street offers a striking contrast to any previous military period.

The central area, immediately west of the Franklin Street intersection, was widened considerably following the removal of the streetcar tracks in 1948. The north curb line is original, however, and with the data available at this time the avenue could be restored to its historic configuration to conform with the significant period of the adjoining building FM-201. The results from three test holes in the central section of the avenue indicate that the original twenty-four-foot-wide concrete road is intact, providing a clear guide for accurate restoration work. Historic maps indicate that the sidewalk between building FM-201 and the avenue is original to the scene, as is the landscaping around the building.

The eastern section of the avenue is recommended for preservation as it has remained generally unchanged since its construction. The avenue has retained its historic alignment, size, architectural environment, and landscaping, a remarkable achievement considering the continual alterations which occurred throughout most of the fort property.

Although the construction of the double-track streetcar line that originally paralleled MacArthur Avenue became an integral part of the historic scene from 1914 to 1948, no physical evidence has remained on the site except for the waiting station, which stands across from building FM-201. It is recommended that this small Mission Revival structure be preserved and interpreted with the reinstallation of a short segment of streetcar tracks in their original position between the station and the avenue.

The Master Site Plan for Fort Mason has been completed and Phase I has been approved to allow for the removal of the western half of MacArthur Avenue and the restoration of the avenue from the Franklin Street intersection to an observation circle immediately west of building FM-201. The aforementioned recommendations for preservation action regarding the Parade Ground and MacArthur Avenue have been carefully incoporated into the Master Plan.

3. MacArthur Avenue: Alternatives for Treatment

1) Full restoration of MacArthur Avenue in its entirety from Bay Street at Van Ness Avenue to Laguna Street.

As described in the preceding Historical Data Section, the avenue was completed in 1914 and served as the major transport corridor through the fort during its most active periods in the First and Second World Wars. The whole of MacArthur Avenue has been nominated to the National Register of Historic Places. Based on the information obtained from the test holes made in the pavement, the original two-lane avenue remains intact beneath a later asphalt covering, thus allowing for possible accurate restoration to the original 1914 configuaration. The value of a complete restoration of the avenue without its original context of associated military structures is questionable. This applies particularly to the section of the avenue west of building FM-201 where none of the early structures remain. The planned future use of the western portion of the park as a recreational meadow would not be consistent with the restoration of the western half of the avenue. Due to the lack of remaining historical context and the proposed recreational use of the western section of the park, the restoration of the western part of MacArthur Avenue is not recommended at this time.

2) Partial restoration of MacArthur Avenue.

The eastern and oldest portion of the avenue from Bay Street to Franklin Street has remained virtually intact since 1914 and is therefore in a good state of preservation. Although the section of the avenue west of Franklin Street has been extensively widened, the original twenty-four-foot-wide street remains beneath the existing pavement and with the aid of numerous photographs and maps it could be accurately restored. Building FM-201, the original 1902 hospital and current Park Headquarters, is scheduled for exterior restoration and remains perhaps the most historically significant structure on the avenue. It is recommended that a restored MacArthur Avenue extend as far west as building FM-201 to provide as complete a historical scene as possible. Due to the loss of all the military structures west of building FM-201, it would be of little value to restore the avenue through the western section of the park. The restoration of the avenue from Bay Street to building FM-201 would provide a historic and practicable pedestrian corridor through the park and allow for the design of a large recreational meadow west of building FM-201. This alternative is shown in the current Park Site Plan, and is recommended as the best treatment for MacArthur Avenue.

3) A decision of No Treatment is not recommended.

MacArthur Avenue is planned for pedestrian and limited auto access only, which would not provide any transportation corridor through the entire park as it currently does. The western half of the avenue in its existing state does not reflect its earlier historical form and does not allow for the proposed recreational needs of the park.

4. MacArthur Avenue: Recommended Treatment

WORK ITEMS

1) Removal of pavement as shown in the drawings of MacArthur Avenue west of building FM-201. (NO EFFECT)

2) Removal of the southern half of MacArthur Avenue pavement and curb between Franklin Street and the western side of building FM-201 as shown in the drawings. This should leave the avenue with its historic width of twenty-four feet from the existing north curb. (EFFECT)

3) Removal of the paved sidewalk which extends west of building FM-201. Leave intact the section of this walk in front of the building. (EFFECT)

4) Reconstruct a new curb on the south edge of the restored avenue from Franklin Street to a point just west of building FM-201 as shown in the drawings. MacArthur Avenue will be restored as far west as the western side of building FM-201. (EFFECT)

Work item No. 1 should have no effect on materials of historical significance.

Work items No. 2, No. 3, and No. 4 should have an effect on the site which will result in a beneficial condition.

5. Parade Ground: Alternatives for Treatment

1) Restoration to its 1892 appearance would return the Parade to its earliest quadrangle form. This period would be consistent

with the planned exterior restoration of the former barracks building FM-240 situated at the north side of the Parade Ground. It is important that these two historic features reflect a similar period scene. Photographs and maps available would allow for an accurate 1890s restoration of the macadam roads surrounding an open grassy Parade without curbs, sidewalks, or landscaping. This treatment is shown on the current Park Site Plan as the recommended restoration.

2) A 1925 period restoration is very well documented, and would display the Parade Ground at the height of its development as a landscaped formal quadrangle. While this could present an intricate Parade design with chain fencing, landscaping, and curbing, it would not reflect a period of significant historical activity and would conflict dramatically with the proposed 1890s restoration of building FM-240. This treatment is not recommended at this time.

3) A decision of no treatment is not recommended since its present condition conflicts directly with the proposed use of the site and its immediate surroundings for recreational purposes. Its current status does not reflect a historic condition of significance.

6. Parade Ground: Recommended Treatment

WORK ITEMS

1) Remove ruins of foundations from within the Parade.

(EFFECT)

(Due to the recent archaeological findings in the Parade Ground area all work should be conducted in the presence of an archaeologist.)

2) Remove existing pavement as noted in the drawings, including the four roads surrounding the Parade and parking area adjoining Pope Road, and curbing. (EFFECT)

3) Level the Parade following the removal of foundations and plant for a continuous lawn area. (EFFECT)

4) Realign the roads to conform with their historical design as indicated in the drawings. Slight grading, approximately six inches deep is required. (EFFECT)

5) Reconstruct gravel macadam road surface. (EFFECT)

This treatment should have no effect on materials of historical significance unless new archeological artifacts are discovered during the work. Should this occur, all findings will be evaluated against National Register criteria for nomination and proper action taken in accordance with the nature of the resource.

All of the above work items will have an effect on the site which will result in a beneficial condition.

COST ESTIMATE (CLASS B) FOR MACARTHUR AVENUE AND PARADE GROUND, FORT MASON:

MACARTHUR AVENUE:

Removal of concrete road pavement	approx. 15,000 sq. ft.
Removal of south side curb	450 ft.
Repair/patch remaining 24 ft. wide pavement	
Rebuild south curb in new location	450 ft.

PARADE GROUND:

Removal of asphalt road pavement	approx. 17,000 sq. ft.
Removal of curbs	1,800 ft.
Removal of foundation rubble in Parade & grade area	14,000 sq. ft.
Install macadam paving	17,000 sq. ft.
Plant lawn in Parade Ground	14,000 sq. ft.

FORM NO. 10-802
(11-71)

Page ___ of ___
for this package

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

PACKAGE ESTIMATING DETAIL

REGION	PARK
Western	Golden Gate National Recreation Area-Fort Mason
PACKAGE NUMBER	PACKAGE TITLE
118 Portion	Grounds renovation, MacArthur Avenue and Parade Ground

(If more space is needed, use plain paper and attach)

ITEM	QUANTITY	COST
R & T		
MacArthur Avenue		
1. Removal of concrete road pavement. (2" asph., 8" concrete & gravel base material)	15,000 SF	$ 24,000
2. Removal of south side curb	450 LF	1,500
3. Repair/patch pavement (450' x 4 ft. wide)	1,800 SF	2,700
4. Rebuild south curb	450 LF	4,500
5. Fill material/topsoil (6")	15,000 SF	6,800
6. Sod	15,000 SF	3,300
7. Miscellaneous materials & services	20% LS	8,200
	SUB TOTAL	$ 51,000
Parade Ground		
1. Removal of asphalt pavement (3" asph. & base material)	17,000 SF	$ 13,600
2. Removal of curbs	1,800 LF	5,400
3. Removal of foundation rubble in parade ground (24" deep - Average) (14,000 SF)	1,000 CY	7,000

REMAINING PORTION FOR DEVELOPMENT PROJECTS ONLY:

SUMMARY OF CONSTRUCTION ESTIMATES		CLASS OF ESTIMATE: A ☐ Working Drawings; B ☒ Preliminary Plans; C ☐ Similar Facilities		
STANDARD PERCENTAGE (____ %)	% OF NET	TOTALS FROM ABOVE		
NPS Layout and Supervision			B & U	R & T
FHA Layout and Supervision				
Follow-through maintenance and as built drawings				
Contingencies				
Other				
		Net Construction		$124,000
TOTAL ADD ON (if other than standard percentage)		Working Drawings and Specifications (PP)		

ESTIMATES APPROVED *(Signature)*	*(title)*	*(date)*

GPO 921-293

PACKAGE ESTIMATING DETAIL

CONTINUATION SHEET

Region	Park
Western	Golden Gate - Fort Mason
Package Number 118 Portion	Package Title

ITEM	QUANTITY	COST
4. Install macadam paving, 4" rough gravel & 1" fine crushed gravel	17,000 SF	$ 13,600
5. Fill material/topsoil (6")	31,000 SF	14,000
6. Sod	31,000 SF	6,800
7. Miscellaneous materials and services	20% LS	12,600
	SUB TOTAL	$ 73,000

This estimate is valid to October 1978.

R. Borras

8-29-78

E. Illustrations, Maps, and Plans

FORT MASON, G.G.N.R.A. 8" x 10" Historic Photographs from Park Collection

1. Neg. #75-12 c.1922, aerial view of western portion of Fort Mason. The streetcar loop around MacArthur Avenue and Miles Road is visible. Portion of Parade Ground shown with diagonal crosswalks.

2. Neg. #75-9

c. 1925, aerial view from south. Fort area south of MacArthur Avenue largely vacant. Parade Ground appears outlined in hedges with center planting following 1923 grounds improvements. Note FM-240 with south-facing veranda intact.

3. Neg. #77-369

c. 1942, view east over Miles Road and MacArthur Avenue. Streetcar still active. Note FM-201 with completed west side frame additions.

4. Neg. #75-75

c. 1942, view northwest over intersection of Van Ness Avenue (foreground), Bay Street, and the MacArthur Avenue entrance to Fort Mason. This eastern portion of MacArthur Avenue (from Franklin Street to Van Ness Avenue) was never substantially altered from its original construction c. 1900.

BRAKE YOUR CAR

5. Neg. #77-380

c. 1954, aerial view towards north includes all of Fort Mason. MacArthur Avenue has been widened west of Franklin Street and the streetcar tracks removed (1947).

The Parade Ground has been filled by the Embarkation Casual Center (1929 and 1939). This view presents the fort at its most developed condition. The Franklin Street entrance has become the primary thoroughfare into the fort.

6. Neg. #77-365

c. 1954, aerial view towards northwest showing the entire Fort Mason. Note the relatively unaltered eastern section of MacArthur Avenue. Although streetcar tracks have been removed, the street and landscaping remain intact.

FORT MASON G.G.N.R.A.
5" x 7" Photographs, (1868-1978), Nos. 1-25
(From Fort Mason Park Collection unless otherwise noted)

1. Black Point, prior to 1868, view from southeast. The original entrance road from the east followed approximately the same route as the eastern portion of present-day MacArthur Avenue.

2. "Fort Mason Camp," 1906, Earthquake refugees. Note MacArthur Avenue entrance to Fort Mason lined with young trees. (San Francisco Public Library Collection)

3. Aerial view from southwest, June 1920; MacArthur Avenue extends from Van Ness Avenue on the east to Laguna Street on the west with adjoining streetcar tracks and power line poles to the south.

4. Aerial view from the southeast, June 1920; note row of trees separating the east portion of MacArthur Avenue from the tracks. The Parade Ground is shown with diagonal crosswalks and a center planting.

5. Parade Ground, c. 1925, view of Building 258 (razed) from southeast. Macadam road surface is shown with a curb around the buildings as well as the Parade proper. A hedge runs just inside the fence line. The pipe rails and concrete posts are clearly shown.

6. Parade Ground, c. 1925, view of Building 256 (razed) from the east side. The concrete fence posts, spaced approximately eight feet apart, are set into the ground just inside the low curb line. The southeast corner has been cut at a diagonal and a heavy chain gateway created. The hedges appear to be parallel to the fence running approximately four feet inside the east fence line.

7. Building FM-240, south facade towards the Parade Ground. The macadam road here appears to have no curbing.

8. Parade Ground, c. 1925. Note the new concrete curbing on both sides of the macadam roadway. The Parade appears to be uninterrupted lawn with sectional border hedges and a pipe rail fence. The veranda was removed from building FM-240 (background) c. 1925.

O. Q. M. G.: Plan No. Building No. 19

O. Q. M. G.: Plan No. Building No. 19

9. Building FM-240, c. 1945. An asphalt roadway is shown with concrete curbs and sidewalks. The entrances were remodeled for its use as the Medical Dispensary.

10. 1930s view of the streetcar tracks along MacArthur Avenue and the west facade of the frame addition to Building FM-201 (completed in 1918). The eucalyptus trees were later removed.

O. Q. M. G.: Plan No. Building No. 83

11. MacArthur Avenue, 1941. View of double streetcar tracks and south facade of building FM-201. Note asphalt paving on the street, twenty-four feet wide.

12. MacArthur Avenue, 1948, view from the south. The streetcar tracks have been removed and the road widened across from building FM-201 and west to Miles Road. Note the steel streetlight pole with globe lamp, typical of the lights installed along MacArthur Avenue in 1938.

13. MacArthur Avenue and streetcar tracks in 1941. The double tracks were installed in 1914, the same year as the western section of MacArthur Avenue, while the Panama-Pacific International Exposition was under construction. Building 101 in the background nearing completion. Only a low concrete curb separated the avenue from the tracks, which are slightly raised.

14. Aerial view of MacArthur Avenue and Franklin Street c. 1955. The avenue was expanded to its current width west of Franklin Street in 1948. The Parade Ground is shown partially filled with the Embarkation Casual Center built in 1929 and 1939 (later razed). Note the 1941 Post Chapel in the center.

15. Intersection of MacArthur Avenue and Franklin Street and building FM-201, c. 1955. These streets have remained virtually unchanged since the widening of MacArthur Avenue, west of Franklin Street, in 1948.

16. MacArthur Avenue, view west from Franklin Street intersection, c. 1955. Faint outline of the dome of the Palace of Fine Arts visible beyond the Power Company smokestack.

17. MacArthur Avenue, view east c. 1955. The street became over 100 feet wide here at its widest central section. The two northern lanes (left) follow the route of the original 24-foot-wide avenue. (San Francisco Public Library Collection)

18. MacArthur Avenue, west end, view to east, c. 1955. The roadway here is approximately the size and configuration of the 1914 original. (San Francisco Public Library Collection)

19. Aerial view to the north, c. 1955. Building FM-201 in the foreground, all frame additions completed by 1941. The Parade Ground is shown partially covered by the Embarkation Casual Center.

20. Aerial view to south, c. 1955. Parade Ground with Casual Center infill. (Building later razed.)

21. Aerial view to north, c. 1955, shown while still at the peak of construction. Virtually all of the fort property was built upon by 1941. MacArthur Avenue, east of Franklin Street, shown basically unaltered since 1914, and west of Franklin Street unchanged since the 1948 widening. The Parade Ground is surrounded by buildings (building FM-240 at the north end) and filled with the Embarkation Casual Center.

22. MacArthur Avenue, 1978, view east from building FM-201. Note the difference in width between the east and west sides of Franklin Street. North curb line (left) is original. (Photo: Patrick Christopher).

23. MacArthur Avenue, 1978, view west from building FM-201. The avenue is shown at its widest section--over 100 feet. (Photo: Patrick Christopher).

24. East entrance gates to MacArthur Avenue from Bay Street, 1978. Van Ness Avenue at right. Similar gates originally stood at the Laguna Street entrance to the Fort Mason Pier area and are now in storage at the park. These gates remain in good condition. (Photo: Patrick Christopher).

FORT MASON, G.G.N.R.A.
3-1/2" x 5" Black & White Photographs - 4/78:
Parade Ground

1. View north across Parade Ground to building FM-240, former barracks. Parade Ground has become overgrown. Ruins of former Embarkation Casual Center remain in Parade. Paved streets ringing the Parade are scheduled for restoration to their historic macadam composition.

2. Paved areas will be removed as part of the restoration of the Parade Ground. This parking zone is nonhistoric.

3. South slope near Parade Ground. Remnants of fort structures including building No. 256 which fronted on the Parade. These ruins are scheduled for removal in Phase I of the Park Plan.

4. View west along Barry Street at the south side of the Parade Ground. This street is recommended for restoration tc its historic 1890s period.

5. Site of former building 256, Barracks and later Storehouse; south end of Parade.

6. View east of Barry Street. The pavement, curbs, and poles are scheduled for removal in the restoration of the Parade.

7. Paved areas west of the Parade Ground will be removed.

8. View south on Magazine Street. A portion of building FM-201, Park Headquarters, in Parade are approximately their original size and shape.

9. Pope Street, south of the Parade, scheduled for removal.

10.-12. 360° panorama from center of Parade Ground. Starting due north, building FM-240, and moving clockwise. Paved streets to be restored to 1890s macadam composition and Parade graded and restored to its former lawn appearance. It is recommended that the restoration of the Parade Ground to its historical period of the 1890s correspond to a similar period restoration of the south facade of building FM-240, the former Civil War barracks.

13.-16. Continuation of 360° panorama from center of Parade Ground.

FORT MASON, G.G.N.R.A. Black & White Photographs - 4/78: MacArthur Avenue (Bay Street to Laguna Street)

1. View north across intersection of Van Ness Avenue and Bay Street to entrance of MacArthur Avenue and iron gates.

2. Entrance gates to MacArthur Avenue at Bay Street.

3. Close-up of entrance gates to MacArthur Avenue, view north. Metal work remains in fair condition.

4. View south towards entrance gates of MacArthur Avenue at Bay Street. The avenue has remained basically unaltered since its construction c. 1900.

5. View north on MacArthur Avenue. This eastern portion of the street has been treelined since c. 1905.

6. View north on MacArthur Avenue towards Commanding General's entrance drive. Trees on the left (west) originally screened the street from the streetcar tracks which ran alongside from 1915 to 1947.

7. Entrance gates to former Commanding General's house. Note line of trees at left which date from the original street construction.

8. Gateway and former Commanding General's house.

9. View west towards Franklin Street intersection. This portion of MacArthur Avenue has changed little from its original construction. Note dome of Palace of Fine Arts in the distance.

10. View west, intersection of MacArthur Avenue and Franklin Street.

11. View south, intersection of MacArthur Avenue and Franklin Street.

12. View north, intersection of MacArthur Avenue and Franklin Street.

13. View west, MacArthur Avenue and building FM-201. This section of the street is recommended for restoration to its original 24-foot width.

    The waiting room structure (center) served the former streetcar. Note the dome of the Palace of Fine Arts in the distance.

14. Sidewalks in front of building FM-201. These are basically unaltered from their original 1914 configuration.

15. View north across MacArthur Avenue to building FM-201. At its widest point the avenue stretches over 100 ft. According to the recent Fort Mason Site Plan, the avenue will terminate near the west end of building FM-201 and be restored to its 1915 proportions.

16. View west at widest section of MacArthur Avenue. This portion is scheduled for removal on Phase I of the Park Plan. An interpretive vista station is proposed for approximately this location.

17. Western half of MacArthur Avenue. This portion is scheduled for demolition. The jog in the street is original to its 1914 design.

18. View east towards building FM-201. This portion of MacArthur Avenue was widened in 1947 and is scheduled for removal in Phase I of the new Park Plan. Although widened, the north line of the avenue has remained in its original alignment.

19. Western entrance to Miles Road at Laguna Street scheduled for demolition in Phase I of the Park Plan. Miles Road has remained generally unchanged since its construction in 1914.

20. Western entrance to MacArthur Avenue at Laguna Street, view south. This portion of MacArthur will be removed in Phase I. This entrance and curved section to the east (photos #21-23) have remained generally unchanged since construction in 1914.

MacARTHUR

21., 22., & 23. Western end of MacArthur Avenue; to be removed in Phase I contract of Park Plan. The sidewalk of this portion is original to the 1914 design.

24. East end of wall forming southern side of Miles Road. West end of MacArthur Avenue. Area to be demolished in Phase I contract of Park Plan.

25. View east from FM-201. The north curb line (left) has remained basically unchanged since the original roadbed was constructed in 1914, although the street has been widened three to five times its original 24 ft. throughout the portion west of Franklin Street. Note the tile-roofed waiting room which served the streetcar line until 1947. This section of the avenue is recommended for restoration to its historical 24-ft. width.

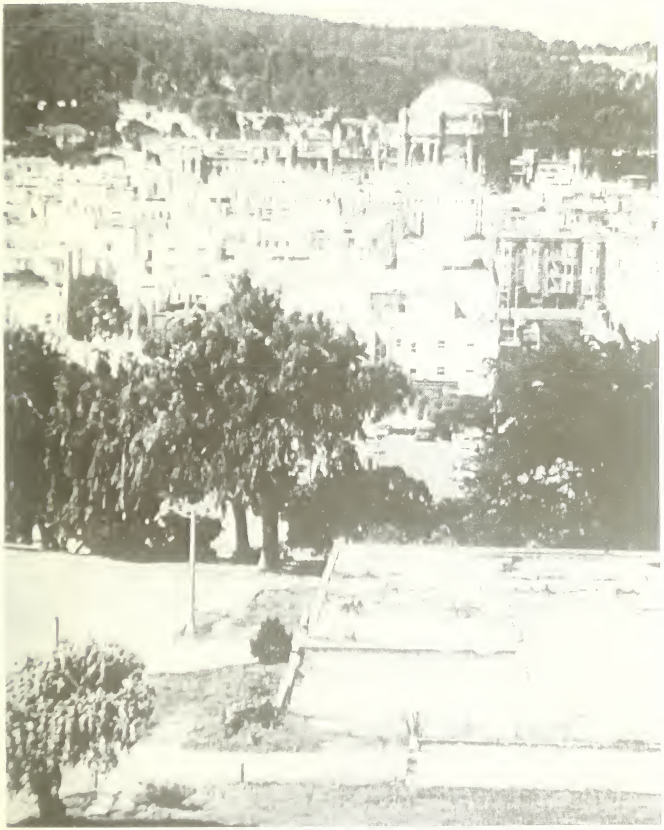
26. View east from FM-201 of the intersection of MacArthur Avenue and Franklin Street. The avenue has been widened considerably to the south following the removal of the streetcar tracks in 1947. It is recommended that the open lawns and walks to the north of MacArthur Avenue be preserved.

27. Telephoto view east of the intersection of MacArthur Avenue and Franklin Street. Eastern section has retained its original proportions and landscaping.

28. View south from building FM-201 towards the Mission Revival style Officers' Quarters (completed in 1934). The curved road shown in the center is planned for auto entrance to a future parking lot. The paved area to the right of the crosswalk is scheduled for removal.

29. View southwest from FM-201. MacArthur Avenue at its widest section, including parking zone for the Park Police Headquarters. The original street extended approximately from the north (foreground) curb to the street center dividing line. Within Phase I of the recent Park Plan, MacArthur Avenue would terminate approximately at the crosswalk lines shown here.

30. Telephoto view west from FM-201 towards the Palace of Fine Arts, the visual axis termination of MacArthur Avenue. The foundation remains in the foreground are nonhistoric and scheduled for removal.



31. Three test holes were drilled in MacArthur Avenue to determine the composition and age of various sections of the pavement. The test square, #2, shown in detail in the following photograph (#32), was taken approximately ten feet from the north curb and revealed inches of asphalt over an 8-inch concrete slab in the original roadway. This was laid directly over the sand. Similar materials were found in test hole #1 made west of FM-201 approximately 20 feet from the north curb, again revealing the original 1914 concrete slab.

The third test was made directly south of the hole photographed here, approximately 40 feet from the north curb. No concrete was found, only asphalt over a gravel base dating from the 1947 widening of the avenue.

32. Close-up of Hole #2 (photo 31), illustrating the asphalt road surface over the light-colored concrete laid on the brown sandy soil.

33. Close-up of Hole #3 where only an asphalt roadway was found.

34. View north of Parade Ground and FM-240, showing Magazine Road (left) and Barry Road (foreground) and Funston Road adjoining building FM-240.

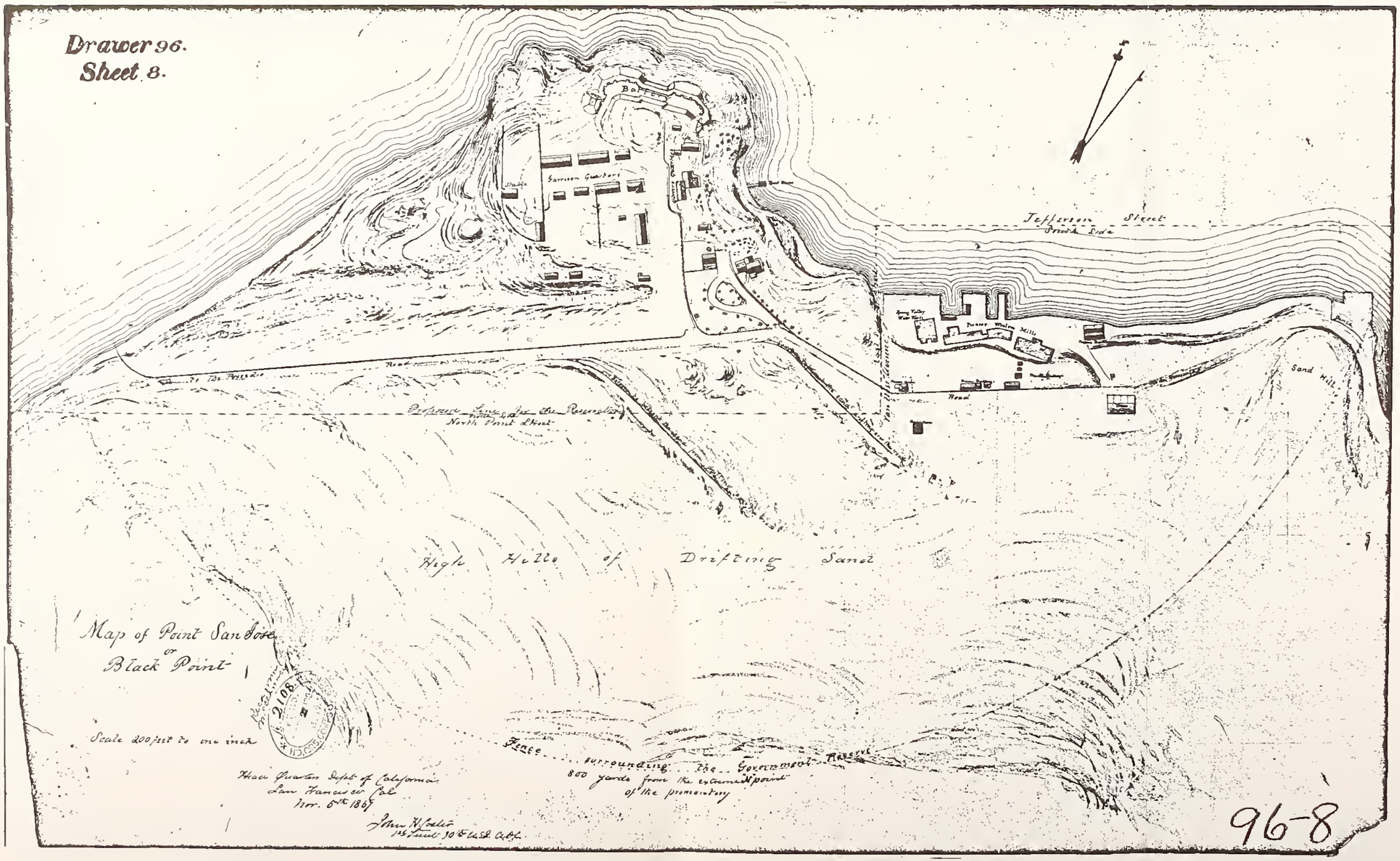
A test hole was made in Barry Road and revealed a 2-inch layer of asphalt paving over the original 5-inch macadam surface. The Parade Ground contains foundation ruins from the former Embarkation Casual Center and are nonhistoric. The shape of the Parade and the configuration of surrounding roads have remained basically unaltered since the turn of the century.

Historical Maps

Map No. 1. Fort Mason, 1867. The Civil War barracks are still two separate buildings. Mess halls occupy the site of the future parade ground.

Courtesy, National Archives
Cartographic Archives Division
Record Group 77
Fortifications File
Drawer 96-4

Drawer 96.
Sheet 8.



Map No. 2. Fort Mason, 1868. The 1851 boundary shows as an arc. Most of the reservation is still covered with sand dunes.

Courtesy, National Archives
Cartographic Archives Division
Record Group 77
Fortifications File
Drawer 96-8

MAP

OF

POINT SAN JOSE

SAN FRANCISCO HARBOR. CAL.

MADE UNDER THE DIRECTION OF THE

BOARD OF ENGINEERS Pacific Coast

BY

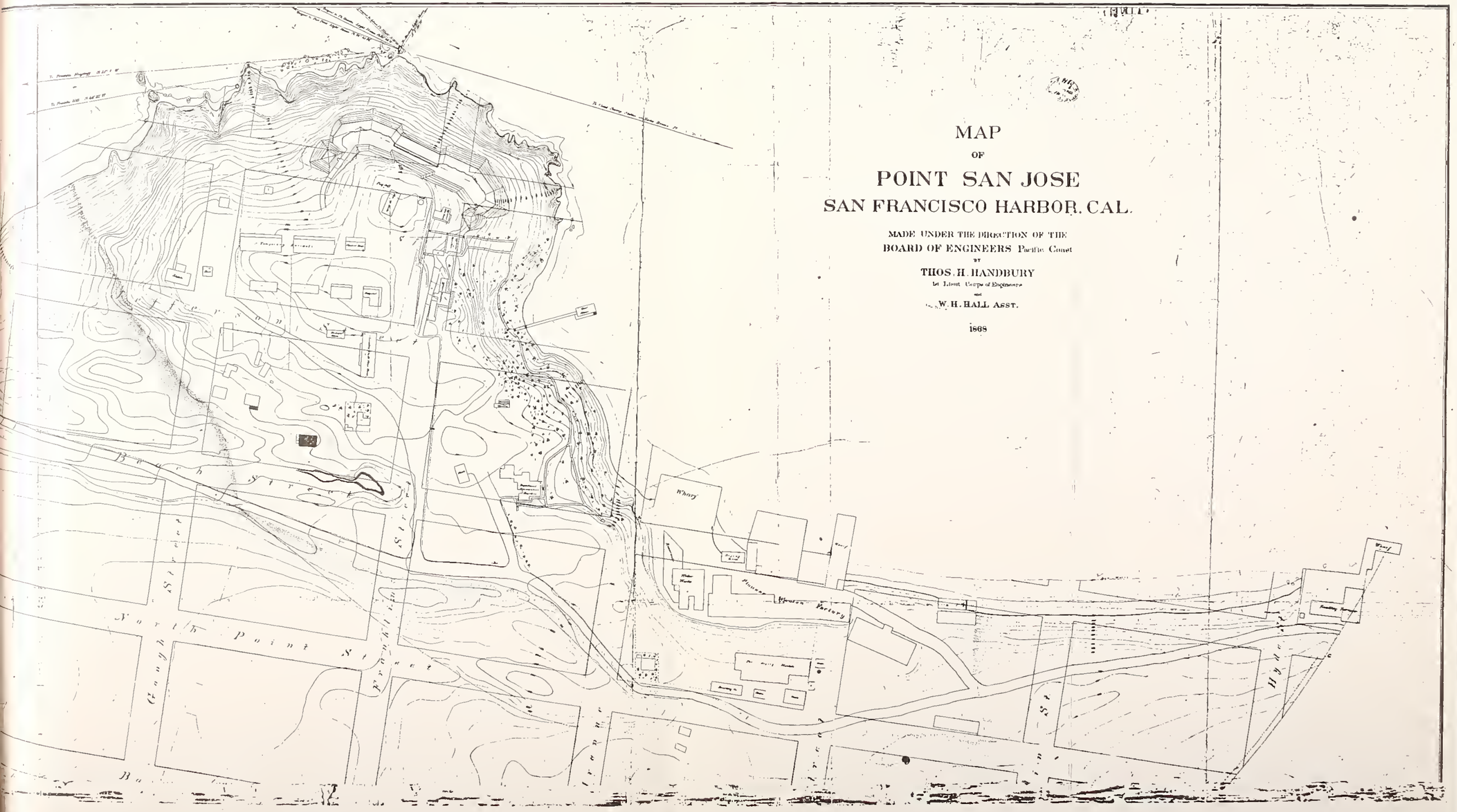
THOS. H. HANDBURY

1st Lieut Corps of Engineers

and

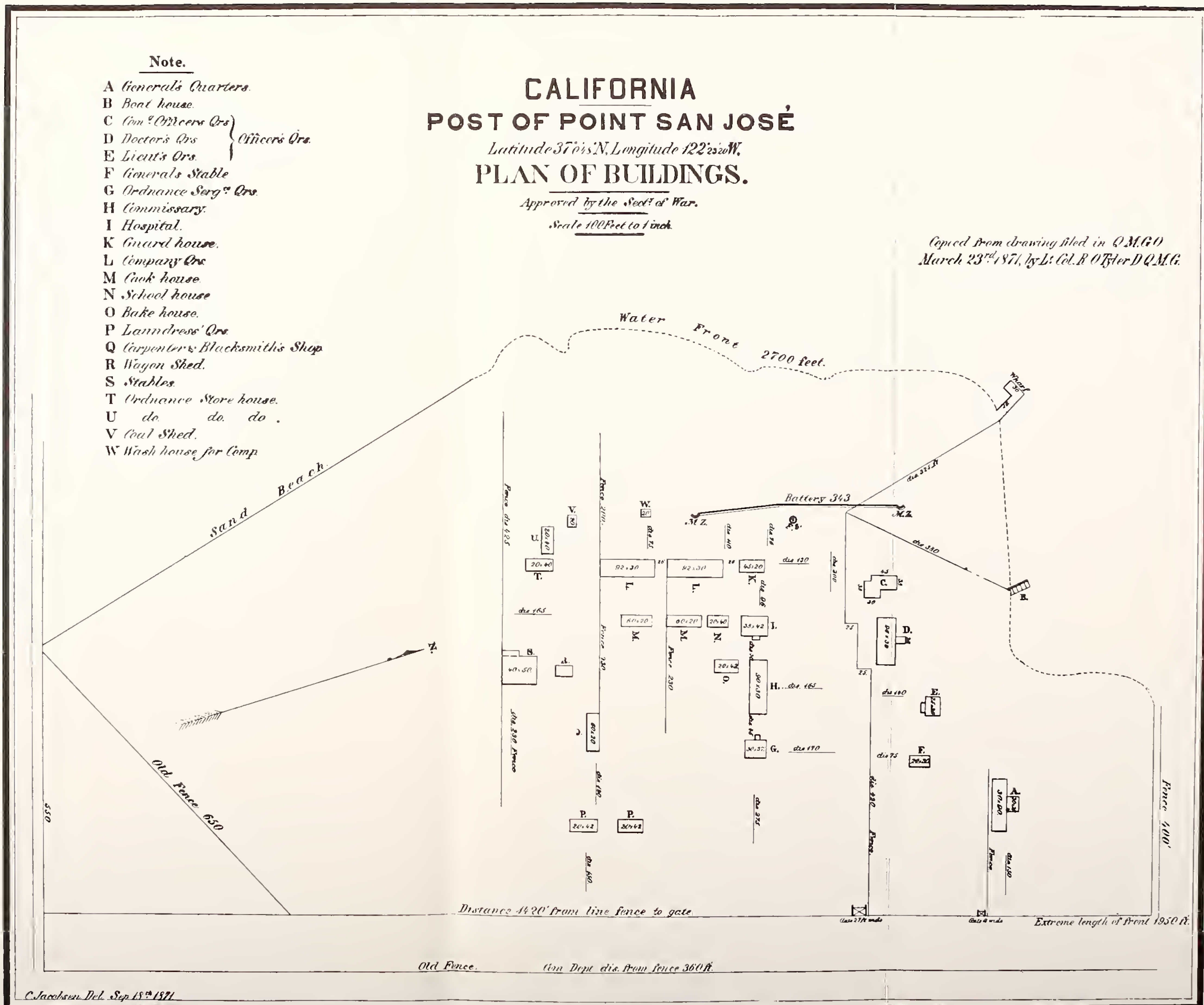
W. H. HALL Asst.

1868



Map No. 3. Fort Mason, 1871. Note the wind fences designed to stop drifting sand.

Courtesy, National Archives
Record Group 92
Office of the Quartermaster General
General Record


Note.
A General's Quarters.
B Boat house.
C Com.d Officers Qrs
D Doctor's Qrs
E Lieut's Qrs.
Officer's Qrs.
F General's Stable
G Ordnance Serg.t Qrs.
H Commissary.
I Hospital.
K Guard house.
L Company Qrs.
M Cook house.
N School house
O Bake house.
P Laundress' Qrs.
Q Carpenter's & Blacksmith's Shop.
R Wagon Shed.
S Stables.
T Ordnance Store house.
U do. do. do.
V Coal Shed.
W Wash house for Comp.
CALIFORNIA
POST OF POINT SAN JOSÉ
PLAN OF BUILDINGS.
Approved by the Sec.y of War.
Scale 100 Feet to 1 inch.
Copied from drawing filed in Q.M.G.O.
Water Front 2700 feet.
Sand Beach
Battery 343
Old Fence 650
Distance 1420' from line fence to gate.
Extreme length of front 1950 ft.
Old Fence.
Fence 400'
C. Jacobsen Del. Sep 18th 1871.

Map No. 4. Fort Mason, 1877. There is neither a parade ground nor a MacArthur Avenue as these are known today. The main entrance is at Van Ness and North Point. Although shown on the map, none of the streets marking Fort Mason's boundaries had yet been constructed.

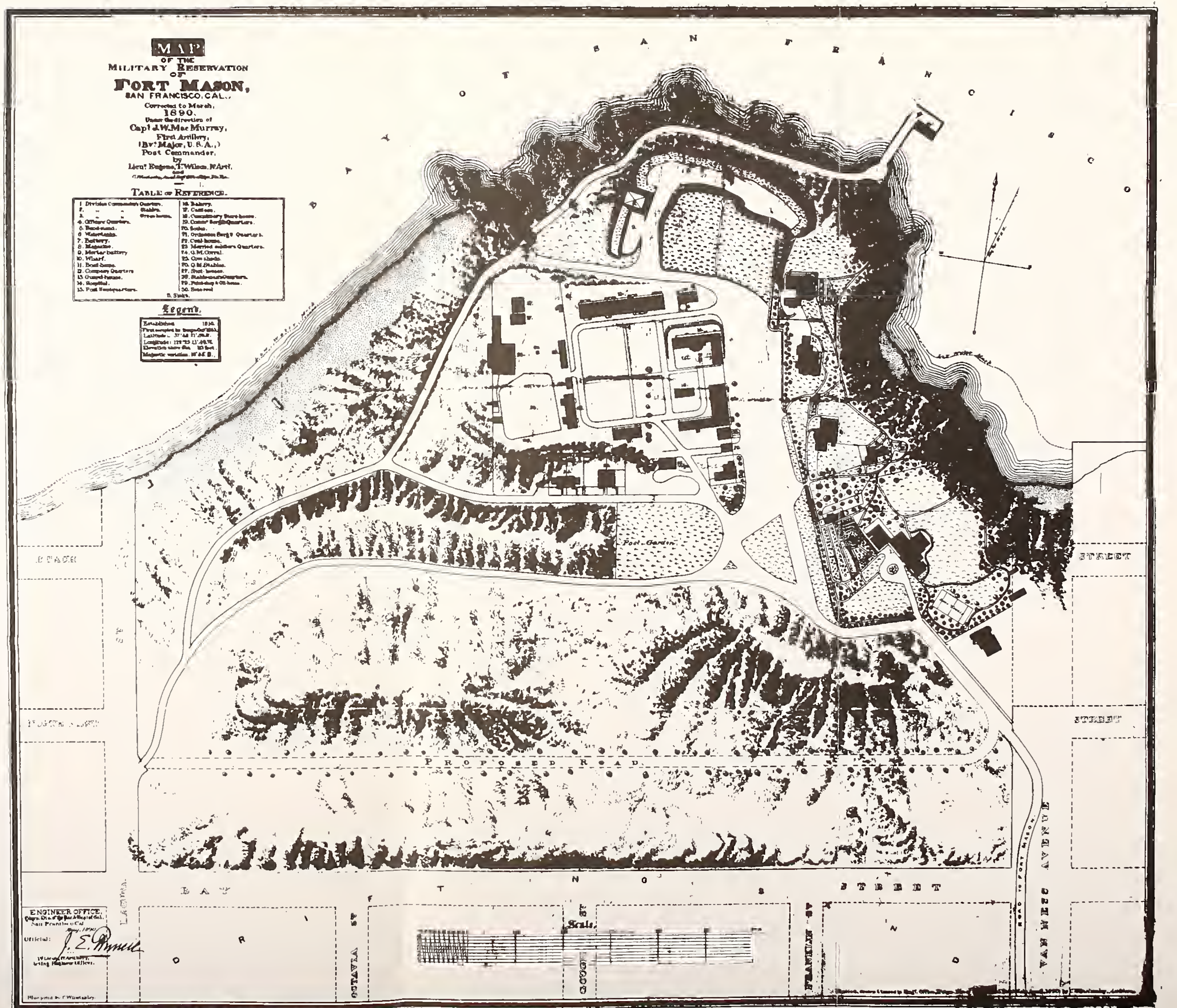
Courtesy, National Archives
Cartographic Archives Division
Record Group No. 77
Fortifications File

1. Comdg. Officers Qrs.
2 " " Stables
3. Officers Qrs.
4. Ord. Sergeants Qrs.
5. Officers Storehouse
6. Bakery
7. Hospital
8. Hosp. Servants Qrs.
9. Kitchens
10. Guardhouse
11. Barracks
12. Shothouses
13. Q.M. Stables
14. Carpts & Blacksmith Shop
15. Laundress Qrs.
16. Mayscales
17. Washhouse
18. Main Cut Off
19. Water Tanks
Hydrants
Watercourses
POINT SAN JOSE
CAL.
April 1877
500 feet

MILITARY RESERVE
POINT SAN JOSE CAL.
January 1877
Laguna Street
Sand Hills
Bay Street
Van Ness Avenue
Bakery

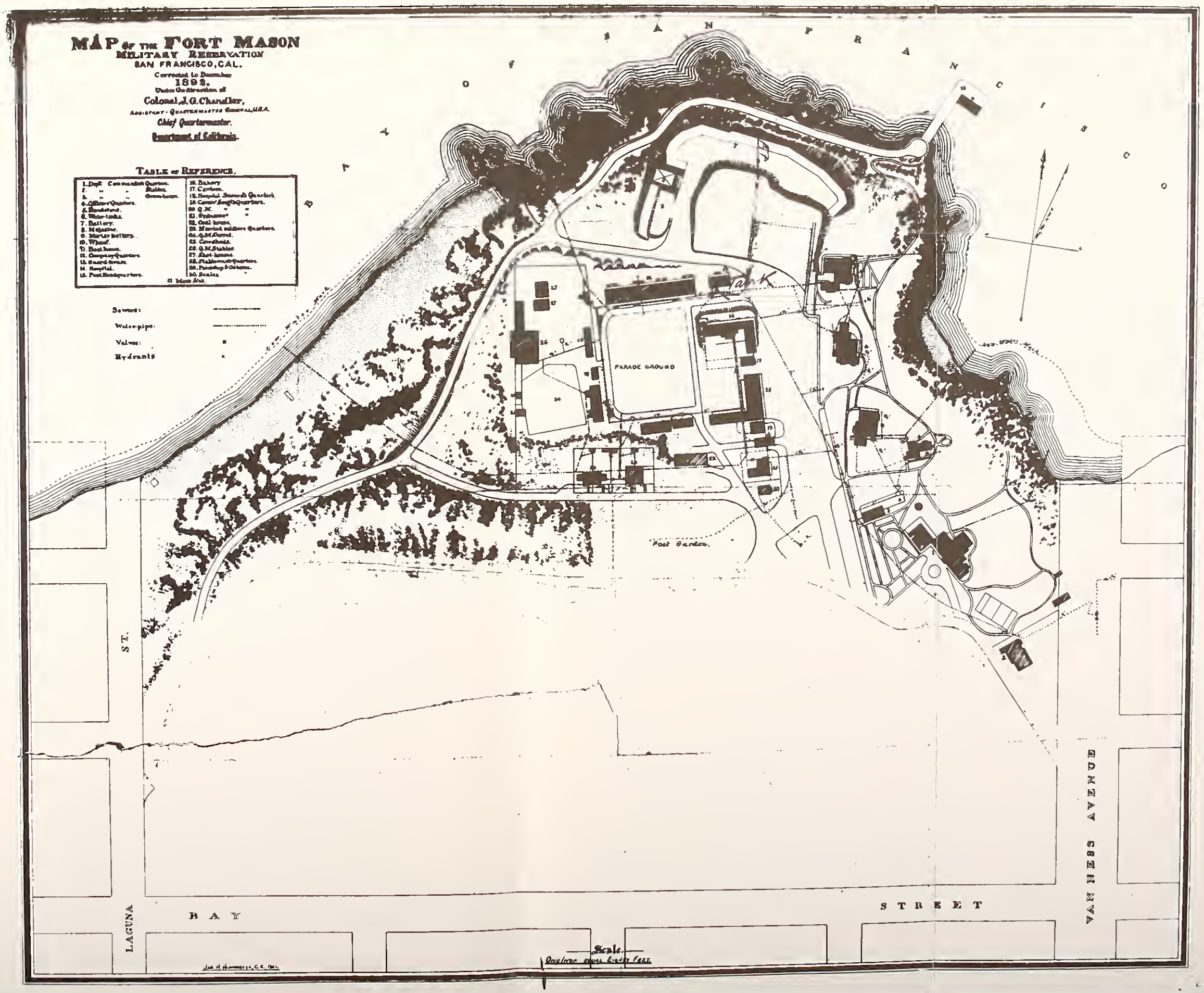
Map No. 5. Fort Mason, 1890. This is the earliest map yet located that shows the parade ground developed to its full size. An unusual feature is that the crosswalks divide the parade into four unequal rectangles. The road shown generally where MacArthur Avenue is today existed for only a short time. The main entrance to the post has not yet been moved to Van Ness and Bay.

Courtesy, National Archives
Cartographic Archives Division
Record Group 77
Fortifications File


MAP
OF THE
MILITARY RESERVATION
OF
FORT MASON,
SAN FRANCISCO, CAL.,
Corrected to March,
1890.
Under the direction of
Capt J.W. Mac Murray,
First Artillery,
(Bvt Major, U.S.A.,)
Post Commander,
by
TABLE OF REFERENCE.
1. Division Commander's Quarters.
4. Officers Quarters.
7. Battery.
8. Magazine.
9. Mortar battery
10. Wharf.
12. Company Quarters
13. Guard-house.
14. Hospital.
15. Post Headquarters.
16. Bakery.
17. Canteen.
18. Commissary Store-house.
21. Ordnance Sergt Quarters.
22. Coal-house.
23. Married soldiers Quarters.
24. Q.M. Corral.
25. Cow sheds.
26. Q.M. Stables.
Legend.
Established 1850.
Post-Garden
PROPOSED ROAD
BAY STREET
LAGUNA
OCTAVIA ST
GOUGH ST
FRANKLIN ST
VAN NESS AVENUE
ROAD TO FORT MASON
STREET
BAY OF SAN FRANCISCO
Scale.
ENGINEER OFFICE,
San Francisco Cal.
Official:

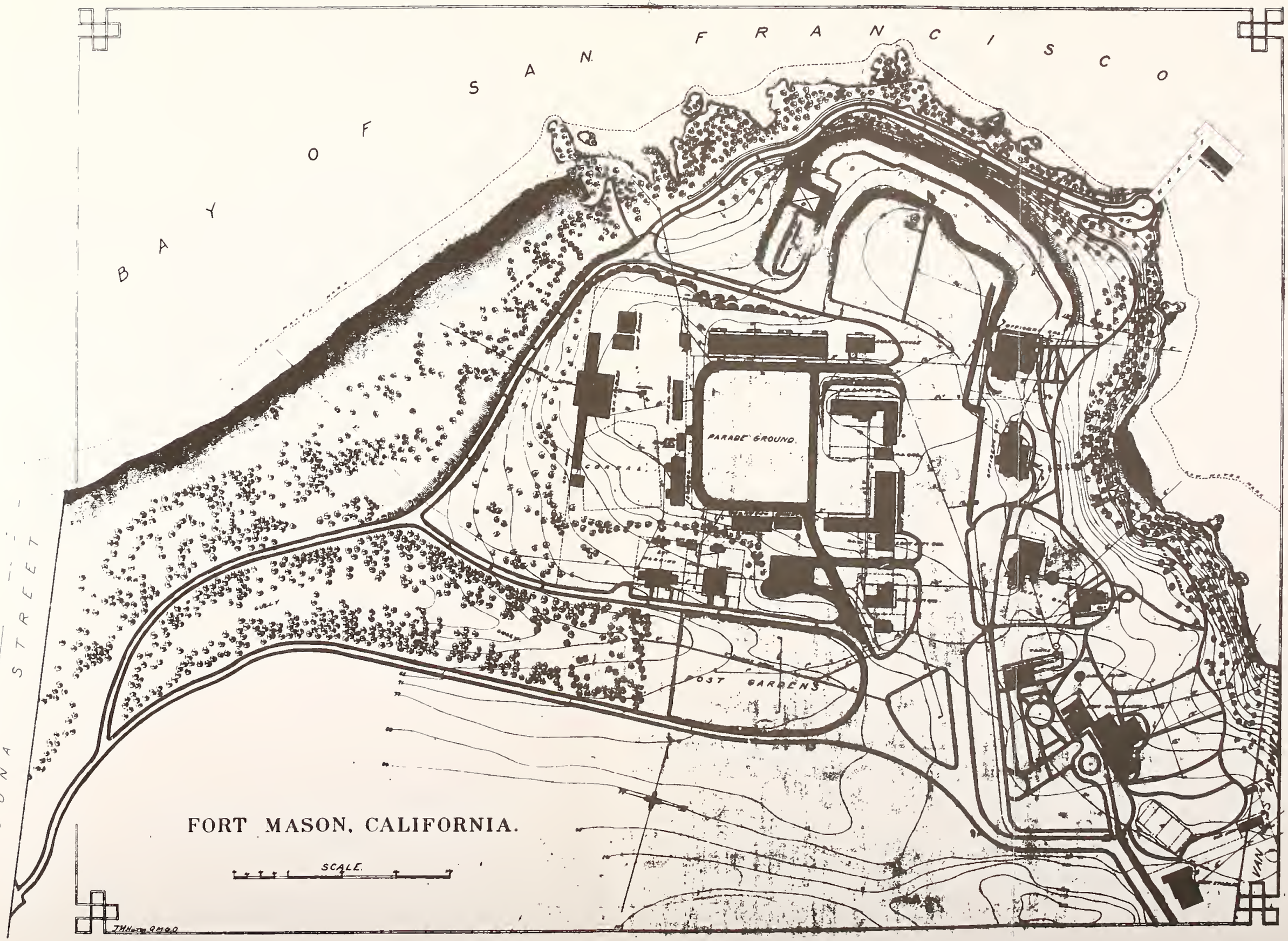
Map No. 6. Fort Mason, 1892. The parade ground is now shown without crosswalks.

Courtesy, National Archives
Cartographic Archives Division
Record Group 77
Fortifications File
Drawer 96, Sheet 24


MAP OF THE FORT MASON
MILITARY RESERVATION
SAN FRANCISCO, CAL.
Corrected to December
1892.
Under the direction of
Colonel J. G. Chandler,
Assistant-Quartermaster General, U.S.A.
Chief Quartermaster.
Department of California.
TABLE OF REFERENCE.
Sewers:
Water-pipe:
Valves:
Hydrants
BAY OF SAN FRANCISCO
PARADE GROUND
Post Garden.
LAGUNA ST.
BAY STREET
VAN NESS AVENUE
Scale.
One Inch equal Eighty Feet.

Map No. 7. Fort Mason, ca. 1895. The flagstaff is located on the highest point of the bluff, behind the Civil War batteries, rather than on the parade ground, as was the usual custom.

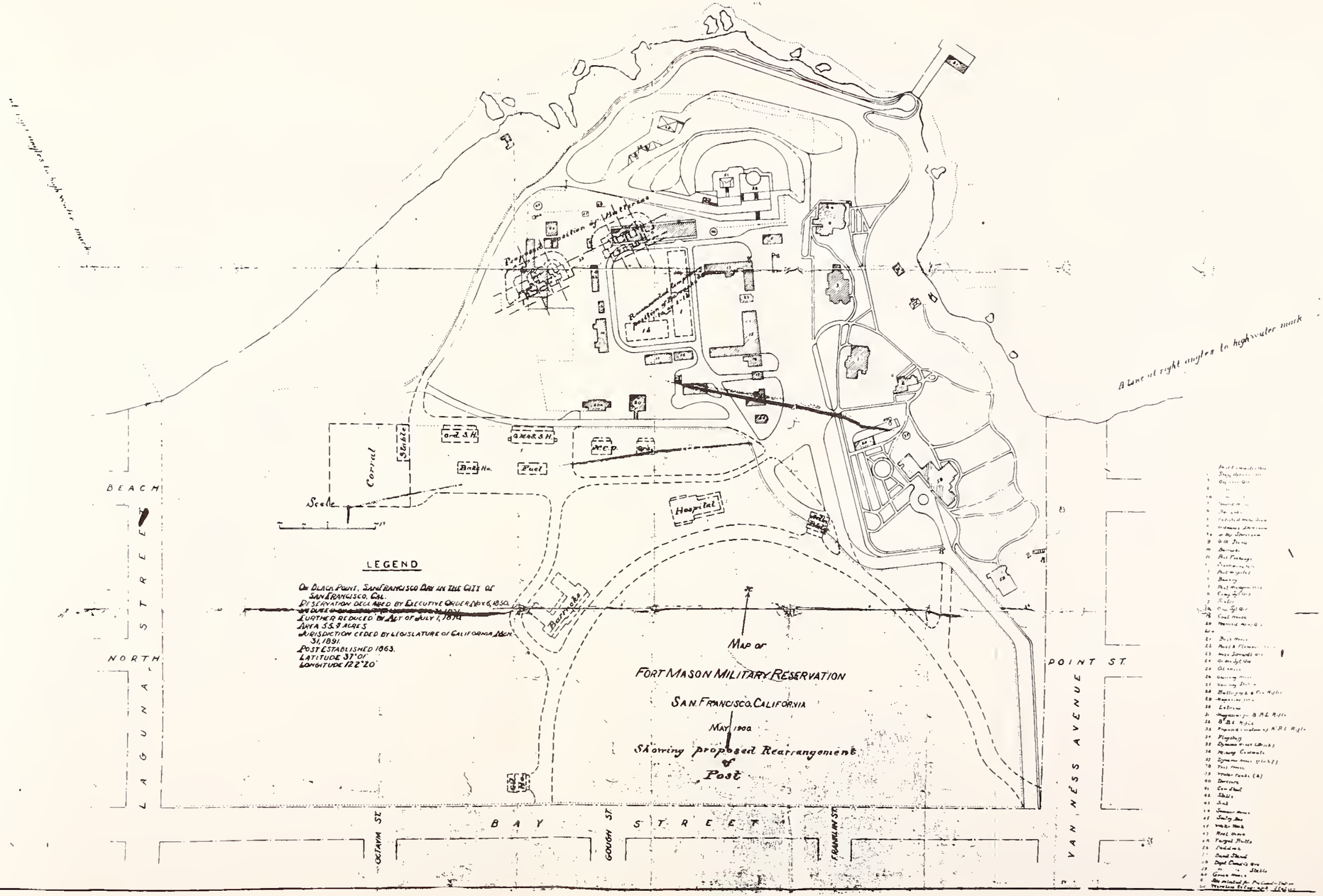
Courtesy, National Archives
Record Group 92
Office of the Quartermaster General
General Record



FORT MASON, CALIFORNIA.

Map No. 8. Fort Mason, 1900. A proposed site for a 3-inch gun battery is located on top of the Civil War barracks. The map shows a new, temporary location for the barracks on the parade ground. The main entrance to the post has by now been relocated to today's location at the intersection of Van Ness and Bay.

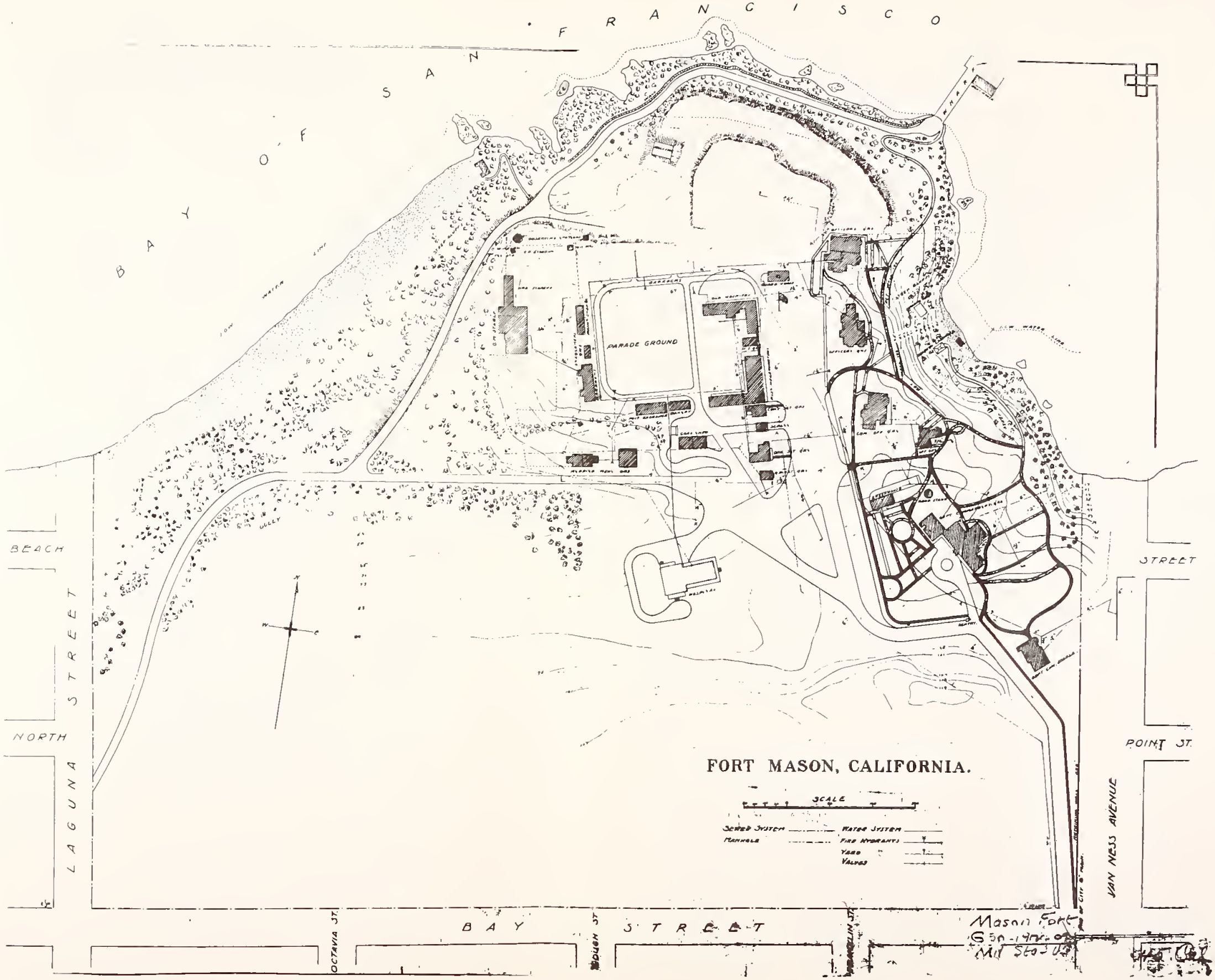
Courtesy, National Archives
Record Group 92
Office of the Quartermaster General
General Record



LEGEND
On Black Point, San Francisco Bay in the City of San Francisco, Cal.
Reservation declared by Executive Order Nov 6, 1850.
Further reduced by Act of July 1, 1870
Area 55.9 acres
Jurisdiction ceded by Legislature of California Mch. 31, 1891.
Post established 1863.
Latitude 37°01'
Longitude 122°20'
Map of
Fort Mason Military Reservation
San Francisco, California
May 1900
Showing proposed Rearrangement of Post
Scale
Corral
Stable
Ord. S.H.
Q.M.&S.H.
Bake Ho.
Fuel
Hospital
Barracks
Proposed position of Batteries
A line at right angles to high water mark
BEACH
NORTH
LAGUNA STREET
BAY STREET
OCTAVIA ST.
GOUGH ST.
FRANKLIN ST.
POINT ST.
VAN NESS AVENUE

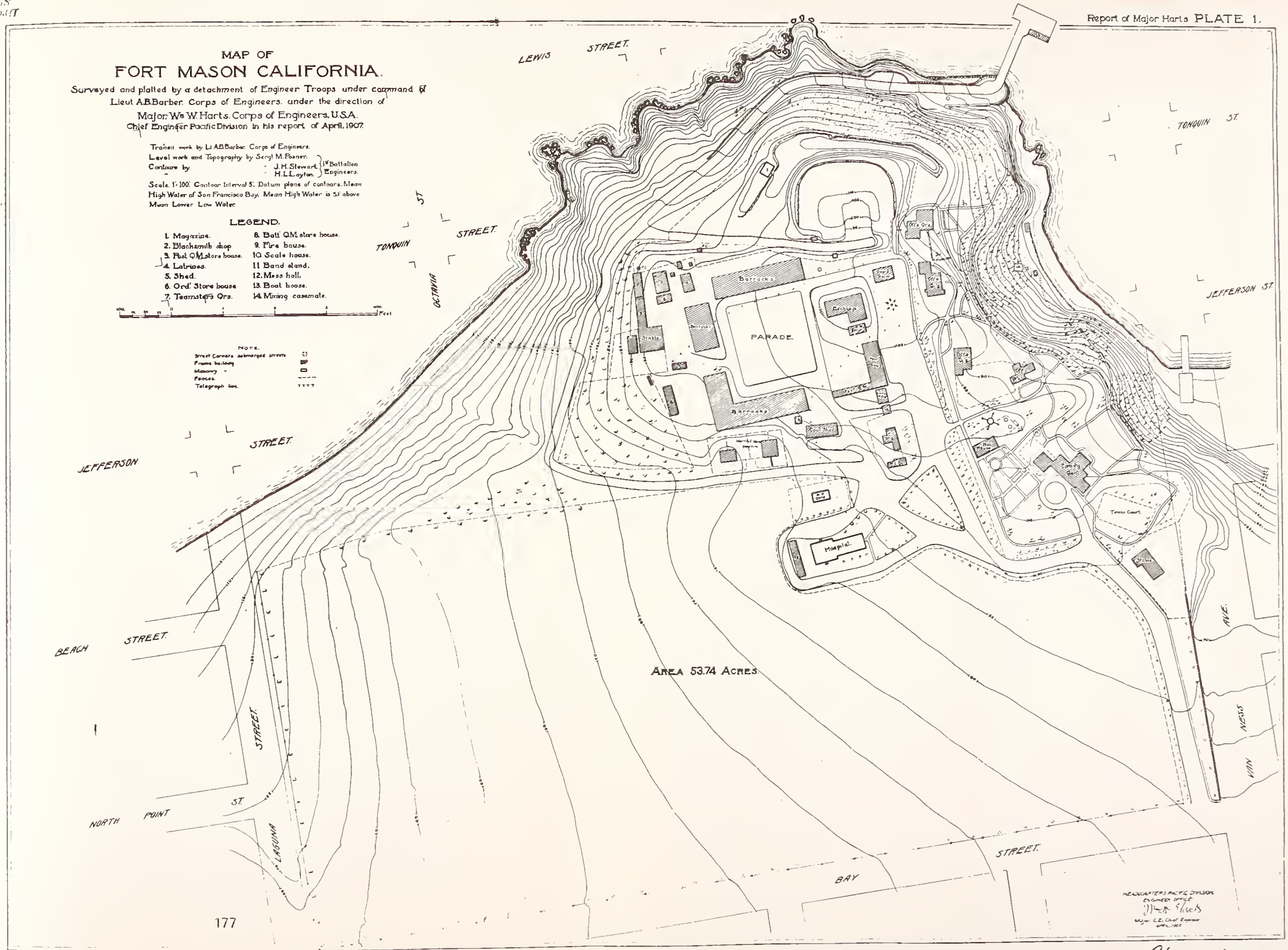
Map No. 9. Fort Mason, circa 1903. MacArthur Avenue is complete from the entrance to its intersection with today's Franklin Avenue. The western and southern portions of the reservation still remain undeveloped.

Courtesy, National Archives
Record Group 92
Office of the Quartermaster General
General Record


SAN FRANCISCO BAY
PARADE GROUND
OFFICERS' QRS
WHARF
LOW WATER LINE
LAGUNA STREET
BEACH
NORTH
OCTAVIA ST.
BAY
STREET
FRANKLIN ST.
JOHN NESS AVENUE
POINT ST.
FORT MASON, CALIFORNIA.
SCALE
SEWER SYSTEM
MANHOLE
WATER SYSTEM
FIRE HYDRANTS
VALVES
Mason Fort
Mil Sta 3 U.S.

Map No. 10. Fort Mason, 1907. Landscaping of the original portion of MacArthur Avenue has been undertaken.

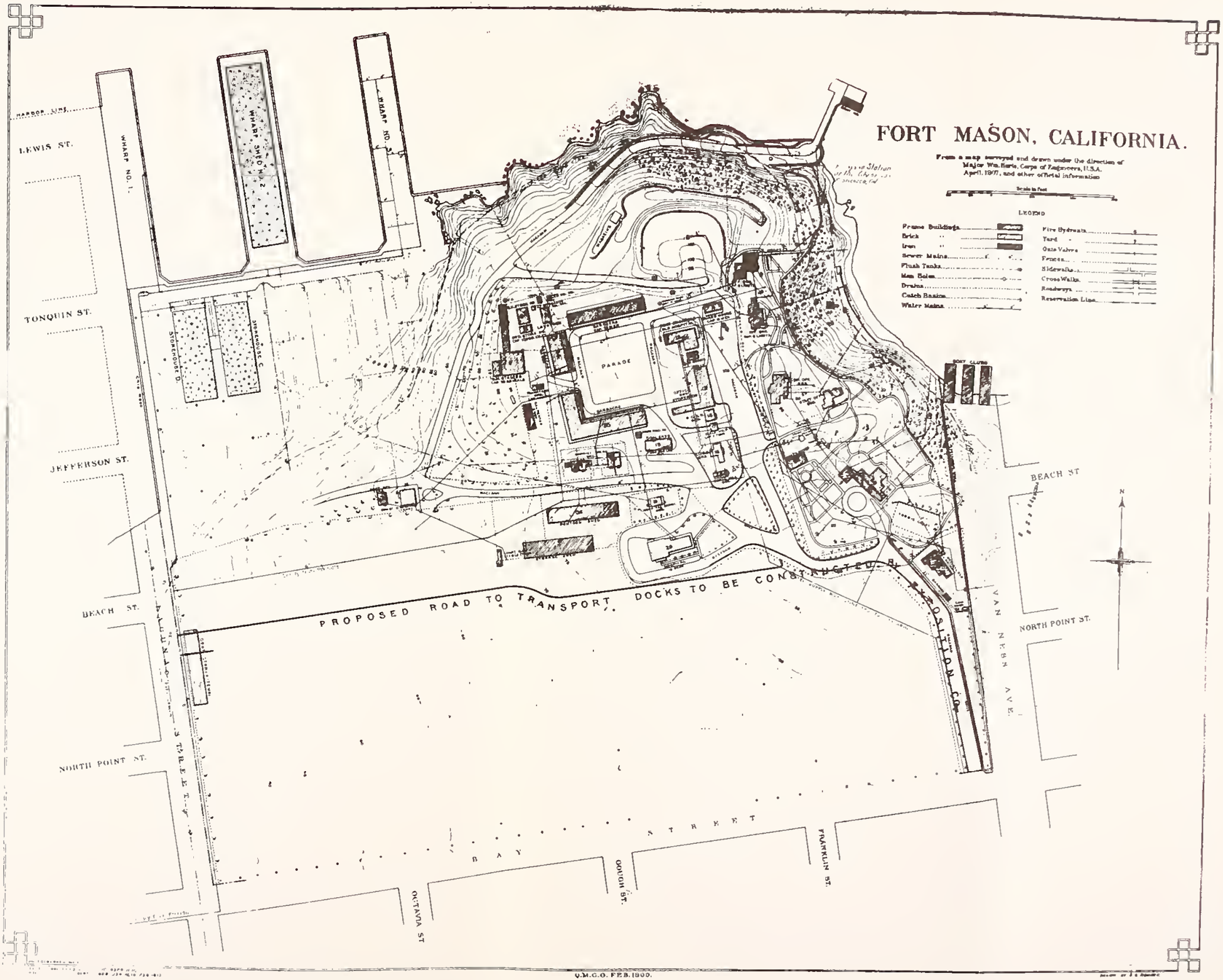
Courtesy, National Archives
Cartographic Archives Division
Record Group 77
Fortifications File
Drawer 96-26-1


MAP OF
FORT MASON CALIFORNIA.
Surveyed and platted by a detachment of Engineer Troops under command of
Lieut A.B.Barber. Corps of Engineers. under the direction of
Major Wm W. Harts. Corps of Engineers, U.S.A.
Chief Engineer Pacific Division in his report of April, 1907.
Transit work by Lt A.B.Barber. Corps of Engineers.
Level work and Topography by Sergt M. Posner.
Contours by J.H. Stewart, H.L. Layton. 1st Battalion Engineers.
Scale. 1"-100'. Contour Interval 5'. Datum plane of contours. Mean High Water of San Francisco Bay. Mean High Water is 5.1' above Mean Lower Low Water.
LEGEND.
1. Magazine.
2. Blacksmith shop
3. Post Q.M. store house.
4. Latrines.
5. Shed.
6. Ord. Store house
7. Teamsters Qrs.
8. Batt. Q.M. store house.
9. Fire house.
10. Scale house.
11. Band stand.
12. Mess hall.
13. Boat house.
14. Mining casemate.
Feet
NOTE.
LEWIS STREET.
TONQUIN ST.
TONQUIN STREET.
OCTAVIA ST.
JEFFERSON ST.
JEFFERSON STREET.
BEACH STREET.
LAGUNA STREET.
NORTH POINT ST.
BAY STREET.
VAN NESS AVE.
Barracks
PARADE.
Exchange
Stable
Hospital.
Comd'g Offr.
Tennis Court.
AREA 53.74 ACRES.
HEADQUARTERS PACIFIC DIVISION
ENGINEER OFFICE
Major C.E., Chief Engineer

96-26-1

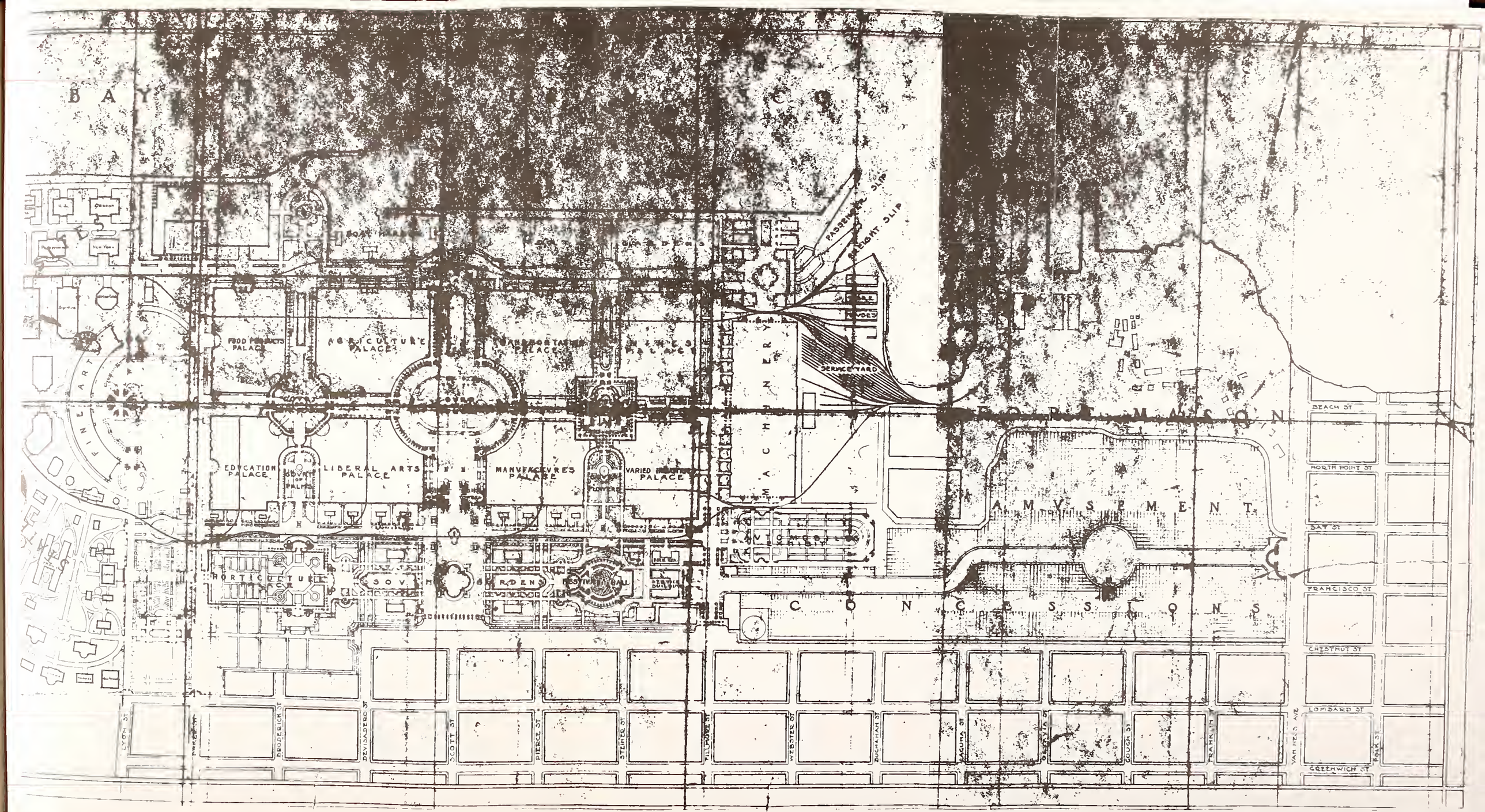
Map No. 11. Fort Mason, 1909-12. The transport docks had been constructed as well as two of the proposed four storehouses in the dock area. The map shows the trace of the proposed road across the reservation that the Panama-Pacific International Exposition Company would build.

Courtesy, National Archives
Record Group 92
Office of the Quartermaster General
Fort Mason
Railroad Blueprint, Folder 15


FORT MASON, CALIFORNIA.
From a map surveyed and drawn under the direction of Major Wm. Harris, Corps of Engineers, U.S.A. April, 1907, and other official information
LEGEND
Frame Buildings
Brick
Iron
Sewer Mains
Flush Tanks
Man Holes
Drains
Catch Basins
Water Mains
Fire Hydrants
Yard
Gate Valves
Fences
Sidewalks
Cross Walks
Roadways
Reservation Lines
HARBOR LINE
LEWIS ST.
TONQUIN ST.
JEFFERSON ST.
BEACH ST.
NORTH POINT ST.
WHARF NO. 1
WHARF SHED NO. 2
WHARF NO. 3
STOREHOUSE D.
STOREHOUSE C.
PARADE
PROPOSED ROAD TO TRANSPORT DOCKS TO BE CONSTRUCTED BY EXPOSITION CO.
VAN NESS AVE.
BAY STREET
OCTAVIA ST.
GOUGH ST.
FRANKLIN ST.
Q.M.C.O. FEB. 1909.

Map No. 12. 1915. Layout of part of the Panama-Pacific International Exposition grounds. Fort Mason appears at right; the lower (southern) portion of the reservation was to be a part of the Amusement Concessions (Joy Zone). MacArthur Avenue would separate the fort buildings from the amusement area.

Courtesy, National Archives
Record Group 92
Office of the Quartermaster General
Blueprint File, 3 of 3


BAY
FINE ARTS
FOOD PRODUCTS PALACE
AGRICULTURE PALACE
TRANSPORTATION PALACE
MINES PALACE
MACHINERY
PASSENGER SLIP
FREIGHT SLIP
SERVICE YARD
EDUCATION PALACE
LIBERAL ARTS PALACE
MANUFACTURES PALACE
VARIED INDUSTRIES PALACE
HORTICULTURE
GOVERNOR'S PALACE
FESTIVAL HALL
AMUSEMENT
CONCESSIONS
LEAVENWORTH ST
HYDE ST
LARKIN ST
BRODERICK ST
DEVISADERO ST
SCOTT ST
PIERCE ST
STEINER ST
FILLMORE ST
WEBSTER ST
BUCHANAN ST
LAGUNA ST
OCTAVIA ST
GOUGH ST
FRANKLIN
VAN NESS AVE
POLK ST
BEACH ST
NORTH POINT ST
BAY ST
FRANCISCO ST
CHESTNUT ST
LOMBARD ST
GREENWICH ST

Map No. 13. Fort Mason, 1915. MacArthur Avenue is shown as built. A streetcar line parallels it.

Courtesy, National Archives
Cartographic Archives Division
Record Group 77
Fortifications File
Drawer 96-27-11

EDITION OF DEC 7 1915.

SERIAL NUMBER 151

CONFIDENTIAL.

SAN FRANCISCO HARBOR

FORT MASON

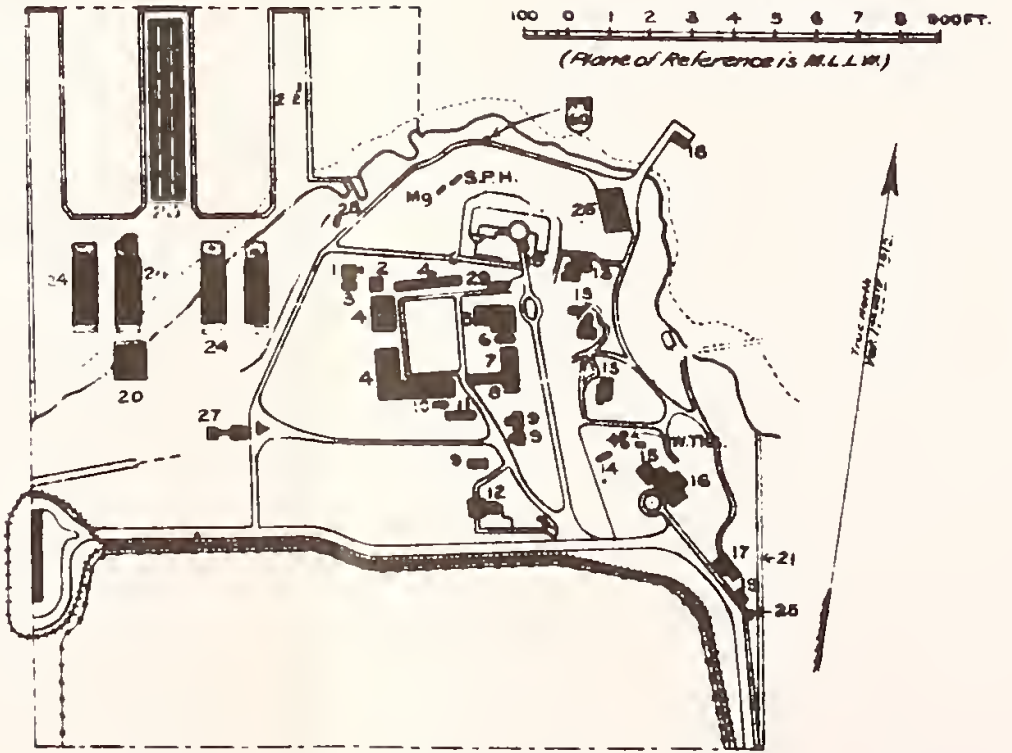
BLACK POINT.

BATTERIES.

BURNHAM... 1-8" DIS.

LEGEND

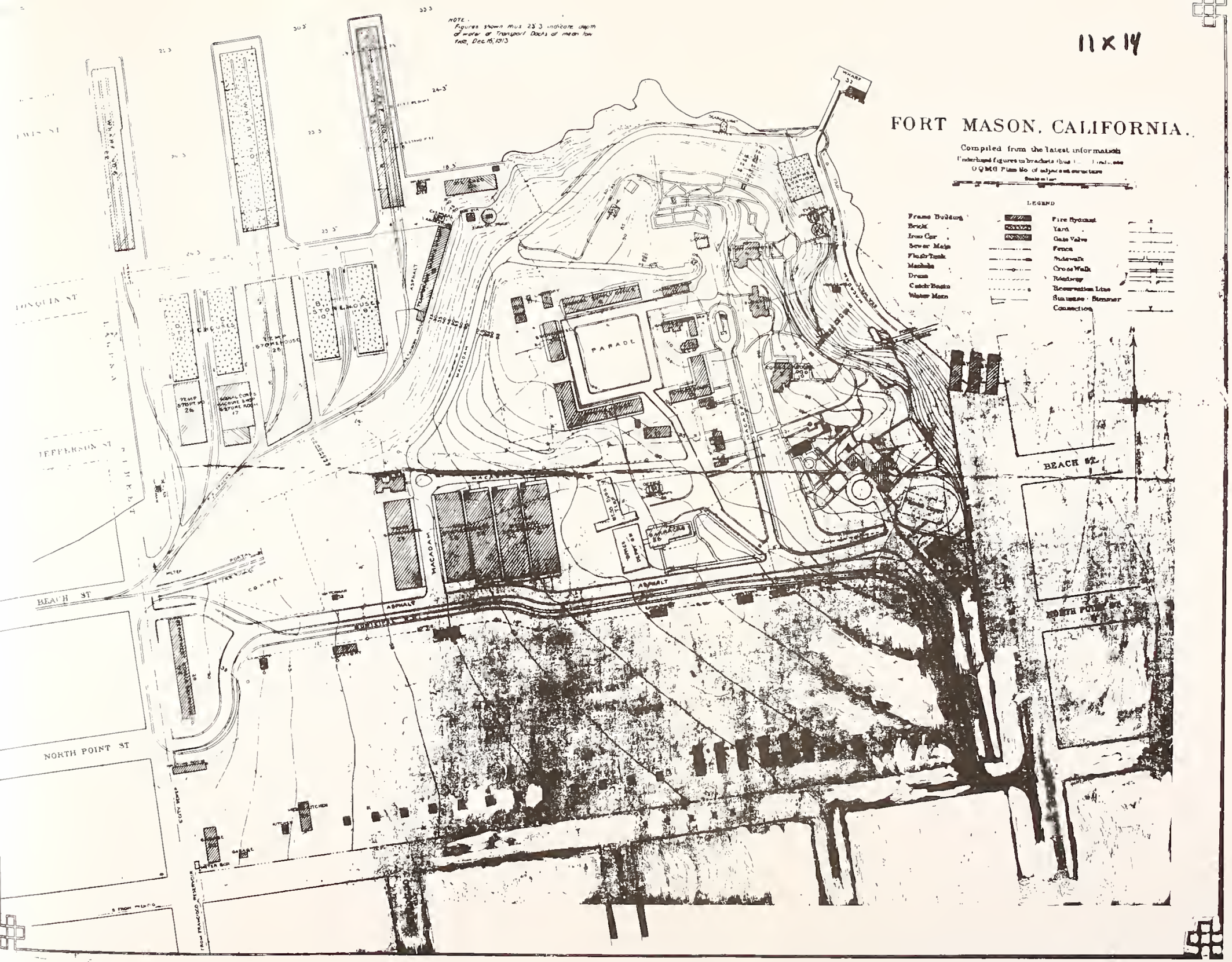
1 POST Q M STOREHOUSE.
2 LATRINES
3 ORD. STOREHOUSE
4 BARRACKS
5 EXCHANGE
6 Q M. SERGT
7 POST HDQRS
8 COMY SERGT
9 N C QRS
10 QRE HOUSE.
11 COAL SHED
12 HOSPITAL
13 OFFICERS QRS
14 HOT HOUSE
15 BAND STAND.
16 CUMDG. GFN
17 STABLE
18 BOATHOUSE
19 GARAGE
20 SIGNAL CORPS STO. HO
21 RETAINING WALL
22 W. ARE HOUSE
23 DOCK SHED
24 STORE HOUSE
25 PIGEON HOUSE
26 CITY PUMP STATION CONST. Q M.
27 SUB STATION.
29 CARPENTER AND PAINT SHOP



Map No. 14. Fort Mason, 1917. Good detail of both MacArthur Avenue and the parade ground, showing curbing, etc. MacArthur Avenue is still the only road at upper Fort Mason having an asphalt surface, which was necessary to bear the heavy loads of supplies moving to the post during World War I.

Courtesy, National Archives
Record Group 92
Office of the Quartermaster General
Blueprint File

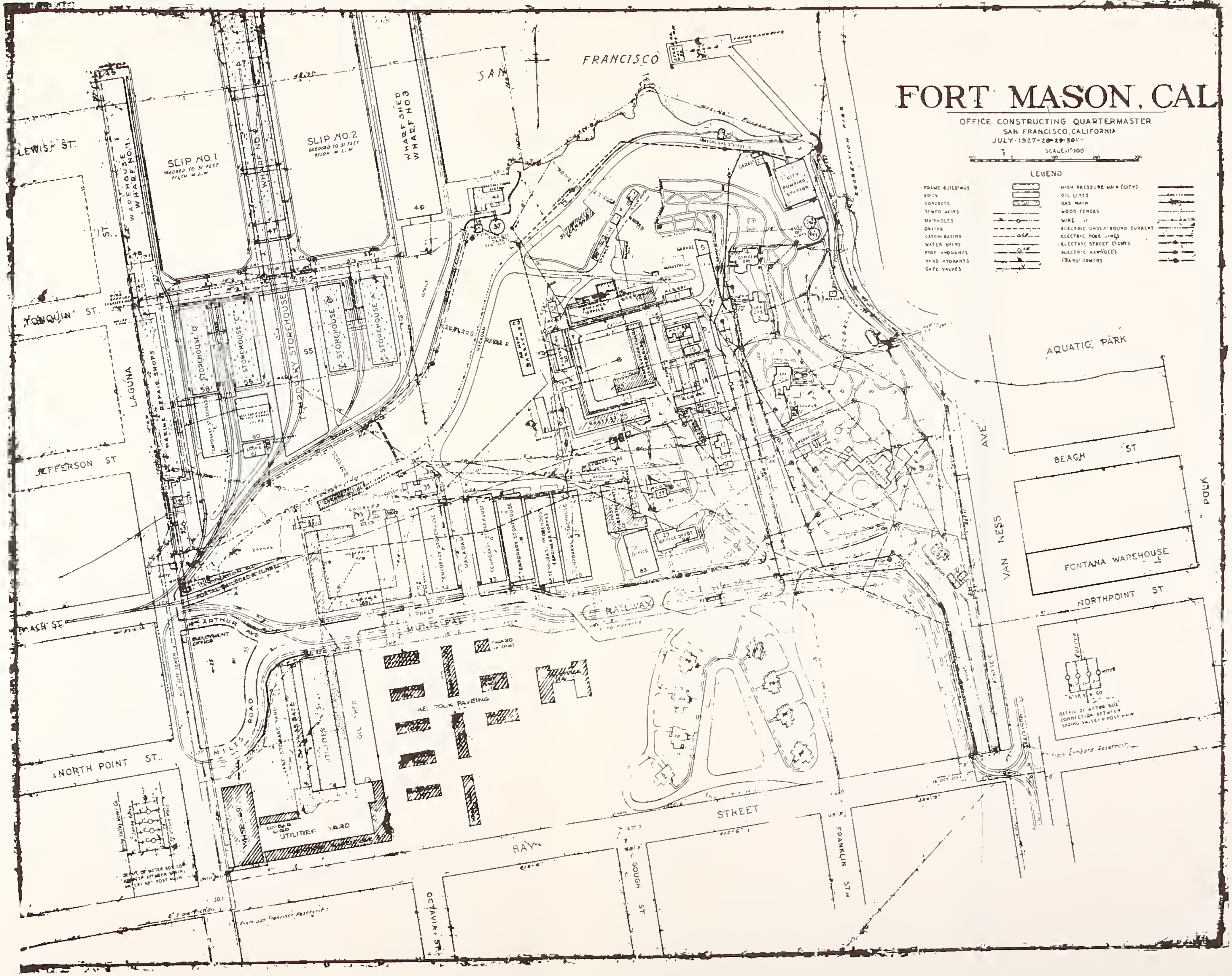
11 x 14



FORT MASON, CALIFORNIA.
Compiled from the latest information
LEGEND
Frame Building
Brick
Iron Car
Sewer Main
Flush Tank
Manhole
Drain
Catch Basin
Water Main
Fire Hydrant
Yard
Gate Valve
Fence
Sidewalk
Cross Walk
Roadway
Reservation Line
Sunrise - Steamer Connection
NOTE.
Figures shown thus 23.3 indicate depth of water at Transport Docks at mean low tide, Dec 16, 1913
PARADE
MACADAM
ASPHALT
BEACH ST
NORTH POINT ST
JEFFERSON ST
LONQUIN ST

Map No. 15. Fort Mason, 1927-30.

United States Army Records,
San Francisco Presidio.


FORT MASON, CAL
OFFICE CONSTRUCTING QUARTERMASTER
SAN FRANCISCO, CALIFORNIA
LEGEND
SAN FRANCISCO
SLIP NO. 1
SLIP NO. 2
WAREHOUSE WHARF NO. 1
WHARF SHED WHARF NO 3
CITY PUMPING STATION
STOREHOUSE D
STOREHOUSE C
STOREHOUSE B
STOREHOUSE A
TEMPORARY STOREHOUSE
MARINE REPAIR SHOPS
LEWIS ST
TONQUIN ST
JEFFERSON ST
LAGUNA
BEACH ST
NORTH POINT ST
NORTHPOINT ST
AQUATIC PARK
BEACH ST
POLK
FONTANA WAREHOUSE
VAN NESS AVE
RAILWAY
MILES ROAD
UTILITIES YARD
OIL SHED
BAY STREET
OCTAVIA ST
GOUGH ST
FRANKLIN ST
RECREATION PIER

Maps of Fort Mason, 1960

No. 1. General Topographic Map.

Golden Gate NRA Files

REPORTS CONTROL SYMBOL CSOLD 663

GENERAL NOTES

1. TOPOGRAPHY IS BASED ON GENERAL NOTES AND DATA ON DRAWINGS ENTITLED "FORT MASON TOPOGRAPHY", DISTRICT FILE NO. A-1-14, O.C.E NO 18-08-0A, SHEETS A,1,2,5 AND 6
2. DATUM IS BENCH MARK AT NORTHWEST CORNER OF INTERSECTION OF BAY AND VAN NESS STREETS. REFERENCE BENCH MARK IS A STANDARD O.M.C BRASS DISC IN CONCRETE SIDEWALK STAMPED "U.S.A. O.M.C. (A) ELEVATION = 8.71 A.S. M.L.L.W. B.M.
3. CONTOUR INTERVAL IS FIVE FEET
4. RESERVATION BOUNDARY IS THAT SHOWN ON "RECORD OF SURVEY MAP OF LANDS COMPRISING THE FORT MASON MILITARY RESERVATION CITY & COUNTY OF SAN FRANCISCO, CALIFORNIA" AS RECORDED IN BOOK "S" OF MAPS, PAGE 31, FILE NO 87558 ON FILE WITH THE COUNTY RECORDER, CITY & COUNTY OF SAN FRANCISCO, STATE OF CALIFORNIA
5. SEE RESERVATION BOUNDARY & LAND USE MAP - REAL ESTATE, SHEET 2, FOR BEARINGS AND DISTANCES ALONG RESERVATION BOUNDARY

ELEVATIONS

16.83 DECIMAL POINT IS LOCATION WHERE ELEVATION TAKEN
16 83 ARROW POINTS TO LOCATION WHERE ELEVATION TAKEN.

GRAPHIC SCALE
100' 0 100' 200'
1" = 100'

		Chairman	
		Chairman	
		Chairman	
		Chairman	
		Chairman	
DATE PREPARED	NO	RECOMMENDED TO THE INSTALLATION PLANNING BOARD	OFFICIAL DATE

REVISIONS

U. S. ARMY ENGINEER DISTRICT, SAN FRANCISCO
CORPS OF ENGINEERS
SAN FRANCISCO, CALIFORNIA

INDUCO ENGINEERS, INC.
7980 MERCED STREET
SAN LEANDRO, CALIFORNIA

INSTALLATION PLANNING BOARD
FORT MASON
SAN FRANCISCO, CALIFORNIA

REVIEWED & COMMENTED ON: DATE

REVIEWED & APPROVED BY: DATE

APPROVED FOR THE DEPARTMENT OF THE ARMY
SIGNATURE _____ THIS SITE PLAN
OFFICE CHIEF OF ENGINEERS DATED _____

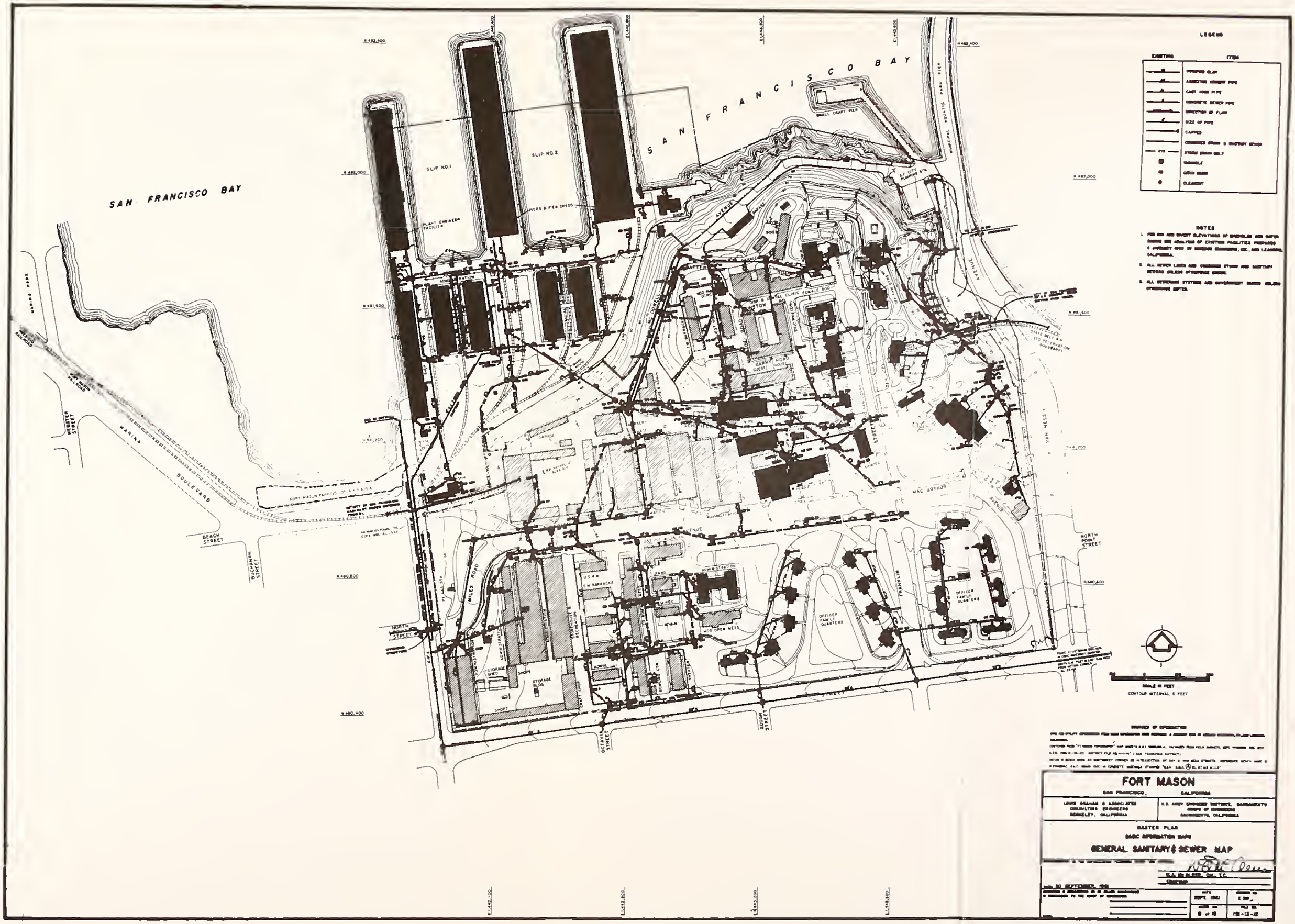
FORT MASON SAN FRANCISCO CALIFORNIA
MASTER PLAN
BASIC INFORMATION MAPS
GENERAL TOPOGRAPHIC MAP

RECOMMENDED BY THE INSTALLATION PLANNING BOARD
DATE 20 APRIL 1960

SCALE 1" = 100' DATE SEPTEMBER 8 JAN 1960
DRAWING NUMBER
SHEET OF E-318

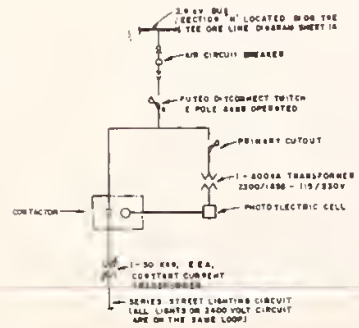
No. 2. General Sanitary and Sewer Map.

Golden Gate NRA Files


SAN FRANCISCO BAY
SAN FRANCISCO BAY
SLIP NO.1
SLIP NO.2
PLANT ENGINEER FACILITY
PIERS & PIER SHEDS
SMALL CRAFT PIER
MUNICIPAL AQUATIC PARK PIER
MARINA BOULEVARD
WEBSTER STREET
BEACH STREET
BUCHANAN STREET
NORTH POINT STREET
OCTAVIA STREET
GOUGH STREET
MILES ROAD
MAC ARTHUR
FRANKLIN
VAN NESS
AVENUE
BARRY ROAD
OFFICER FAMILY QUARTERS
STORAGE BLDG
SHOPS
NCO OPEN MESS
LEGEND
NOTES
SCALE IN FEET
CONTOUR INTERVAL 5 FEET
FORT MASON
SAN FRANCISCO, CALIFORNIA
MASTER PLAN
GENERAL SANITARY & SEWER MAP

No. 3. General Electrical Map.

Golden Gate NRA Files



SCHEMATIC DIAGRAM OF STREET LIGHTING CIRCUIT

SOURCES OF INFORMATION

FORT MASON

SAN FRANCISCO, CALIFORNIA

LOUIE EBAHAR & ASSOCIATES CONSULTING ENGINEERS BERKELEY, CALIFORNIA	U.S. ARMY ENGINEER DISTRICT, SACRAMENTO CORPS OF ENGINEERS SACRAMENTO, CALIFORNIA

MASTER PLAN

BASIC INFORMATION MAPS

GENERAL ELECTRICAL MAP
STREET LIGHTING

RECOMMENDED BY THE INSTALLATION PLANNING BOARD FOR APPROVAL

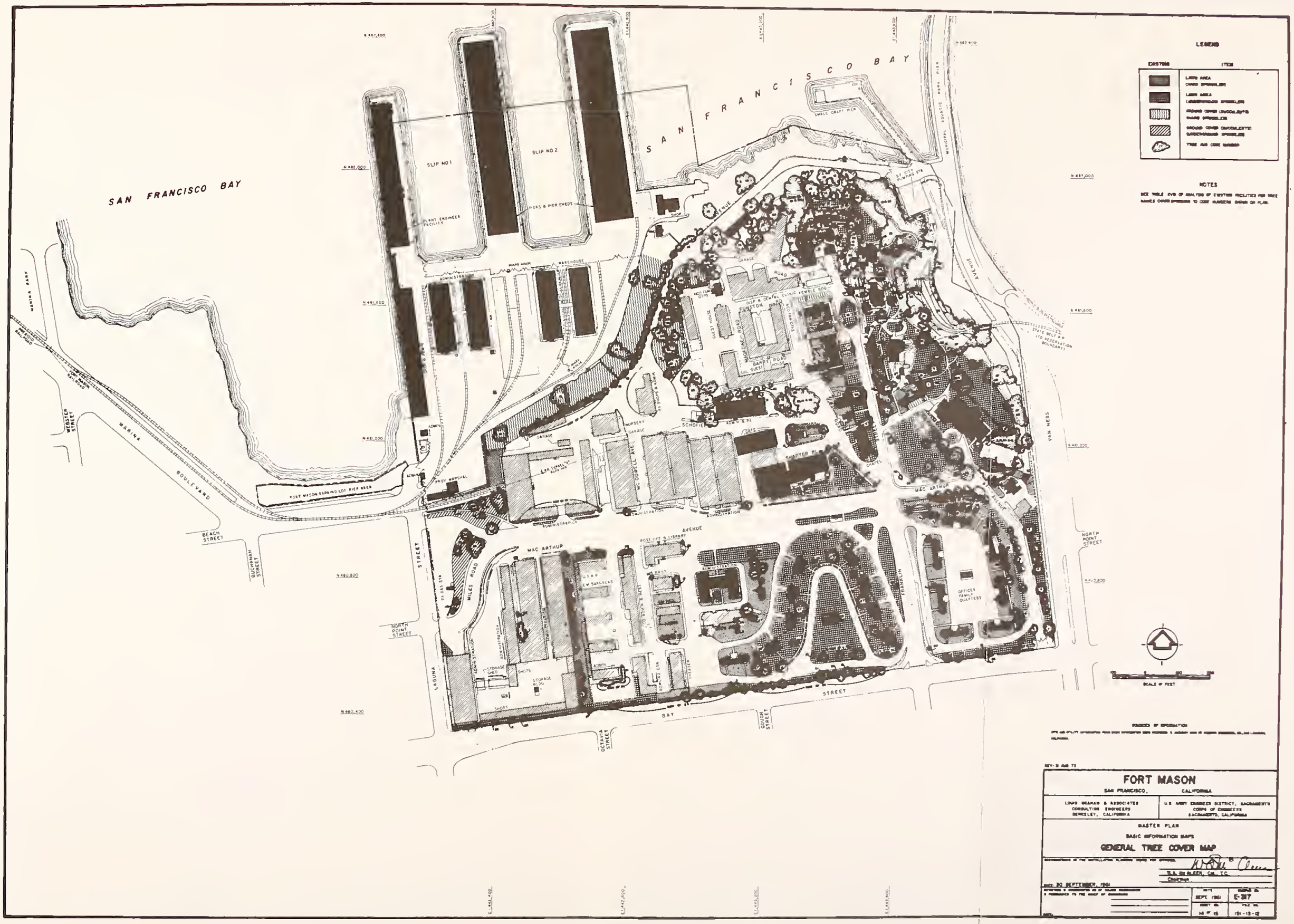
W.A. MCALEER, Col., T.C.
Commander

DATE 30 SEPTEMBER, 1961

REVIEWED & RECOMMENDED FOR APPROVAL & FORWARDED TO THE CHIEF OF ENGINEERS	DATE SEPT. 1961	DRAWING NO. E-313
DATE	SHEET NO. 11 OF 15	FILE NO. 191-13-12

No. 4. General Tree Cover Map.

Golden Gate NRA Files

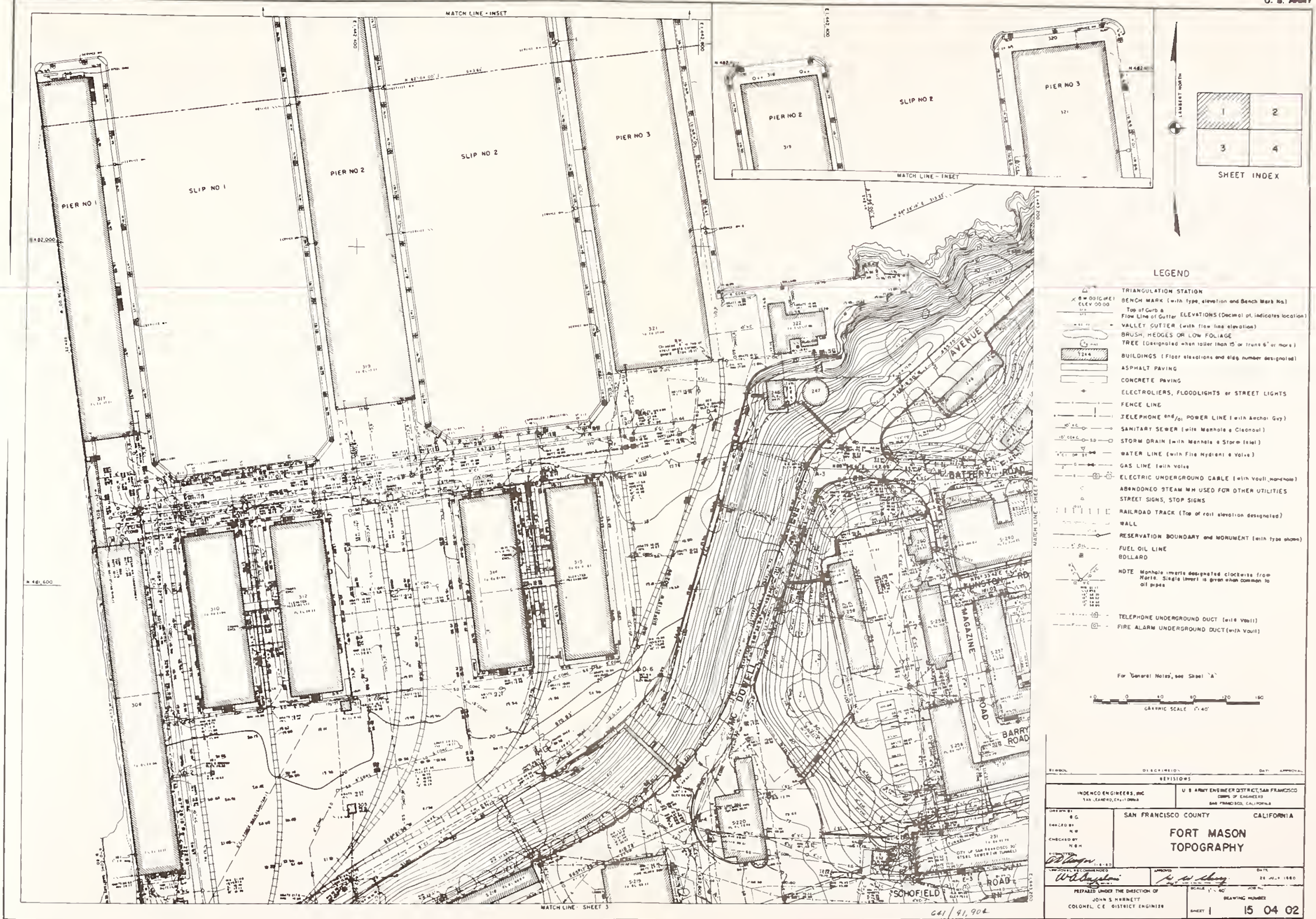

SAN FRANCISCO BAY
SAN FRANCISCO BAY
SLIP NO 1
SLIP NO 2
PIERS & PIER SHEDS
PLANT ENGINEER FACILITY
SMALL CRAFT PIER
MUNICIPAL AQUATIC PARK PIER
MARINA PARK
WEBSTER STREET
MARINA BOULEVARD
FORT MASON PARKING LOT PIER BREW
BEACH STREET
BUCHANAN STREET
NORTH POINT STREET
LAGUNA STREET
MILES ROAD
MAC ARTHUR AVENUE
SCHOFIELD
FUNSTON
MAGAZINE ROAD
BARRY ROAD
SHAFTER PL
VAN NESS AVENUE
FRANKLIN
OFFICER FAMILY QUARTERS
BAY STREET
OCTAVIA STREET
GOUGH STREET
LEGEND
EXISTING
ITEM
NOTES
SCALE IN FEET
FORT MASON
SAN FRANCISCO, CALIFORNIA
LOUIS GRAHAM & ASSOCIATES
CONSULTING ENGINEERS
BERKELEY, CALIFORNIA
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO
CORPS OF ENGINEERS
SACRAMENTO, CALIFORNIA
MASTER PLAN
BASIC INFORMATION MAPS
GENERAL TREE COVER MAP
30 SEPTEMBER, 1961
SEPT. 1961
E-317

No. 5. Topography, northwest quadrant of post.

Golden Gate NRA Files

CORPS OF ENGINEERS

U. S. ARMY



LEGEND

- TRIANGULATION STATION
- BENCH MARK (with type, elevation and Bench Mark No.)
- Top of Curb & Flow Line of Gutter ELEVATIONS (Decimal pt. indicates location)
- VALLEY GUTTER (with flow line elevation)
- BRUSH, HEDGES OR LOW FOLIAGE
- TREE (Designated when taller than 15' or trunk 6" or more)
- BUILDINGS (Floor elevations and bldg. number designated)
- ASPHALT PAVING
- CONCRETE PAVING
- ELECTROLIERS, FLOODLIGHTS or STREET LIGHTS
- FENCE LINE
- TELEPHONE and/or POWER LINE (with Anchor Guy)
- SANITARY SEWER (with Manhole & Cleanout)
- STORM DRAIN (with Manhole & Storm Inlet)
- WATER LINE (with Fire Hydrant & Valve)
- GAS LINE (with Valve)
- ELECTRIC UNDERGROUND CABLE (with Vault, Handhole)
- ABANDONED STEAM MH USED FOR OTHER UTILITIES
- STREET SIGNS, STOP SIGNS
- RAILROAD TRACK (Top of rail elevation designated)
- WALL
- RESERVATION BOUNDARY and MONUMENT (with type shown)
- FUEL OIL LINE
- BOLLARD
- NOTE Manhole inverts designated clockwise from North. Single invert is given when common to all pipes
- TELEPHONE UNDERGROUND DUCT (with Vault)
- FIRE ALARM UNDERGROUND DUCT (with Vault)

For 'General Notes', see Sheet 'A'

GRAPHIC SCALE 1" = 40'

REVISIONS

SYMBOL	DESCRIPTION	DATE	APPROVAL

INDECO ENGINEERS, INC
SAN LEANDRO, CALIFORNIA

U S ARMY ENGINEER DISTRICT, SAN FRANCISCO
CORPS OF ENGINEERS
SAN FRANCISCO, CALIFORNIA

DRAWN BY B.G.
TRACED BY N.W.
CHECKED BY N.G.H.

SAN FRANCISCO COUNTY CALIFORNIA

FORT MASON TOPOGRAPHY

APPROVED W. A. Boylston — DATE 28 JULY 1960

PREPARED UNDER THE DIRECTION OF
JOHN S. HORNETT
COLONEL, C.E. DISTRICT ENGINEER

SCALE 1" = 40' — JOB NO.

DRAWING NUMBER
SHEET 1 — 15 04 02

641/41,904

FOR REFERENCE PLEASE USE • DISTRICT FILE NO. 4-1-14

SHEET (1)

No. 6. Topography, northeast quadrant of post.

Golden Gate NRA Files

LAMBERT NORTH

1	2
3	4

SHEET INDEX

LEGEND

- THIANGULATION STATION
- BENCH MARK (with type, elevation and Bench Mark No.)
- Top of Curb H / Flow Line of Gutter ELEVATIONS (Decimal pt. indicates location)
- VALLEY GUTTER (with flow line elevation)
- BRUSH, HEDGES OR LOW FOLIAGE
- TREE (Designated when taller than 15' or trunk 6" or more)
- BUILDINGS (Floor elevations and bldg. number designated)
- ASPHALT PAVING
- CONCRETE PAVING
- ELECTROLIERS, FLOODLIGHTS or STREET LIGHTS
- FENCE LINE
- TELEPHONE and/or POWER LINE (with Anchor Guy)
- SANITARY SEWER (with Manhole H Cleanout)
- STORM DRAIN (with Manhole H Storm Inlet)
- WATER LINE (with Fire Hydrant H Valve)
- GAS LINE (with Valve)
- ELECTRIC UNDERGROUND CABLE (with vault, manhole)
- ABANDONED STEAM MH USED FOR OTHER UTILITIES
- STREET SIGNS, STOP SIGNS
- RAILROAD TRACK (Top of rail elevation designated)
- WALL
- RESERVATION BOUNDARY and MONUMENT (with type shown)
- FUEL OIL LINE
- BOLLARD
- NOTE: Manhole inverts designated clockwise from North. Single invert is given when common to all pipes
- TELEPHONE UNDERGROUND DUCT (with Vault)
- FIRE ALARM UNDERGROUND DUCT (with Vault)
- STREET MONUMENT (Std. C or E. Bronze Disk with Cover)

For 'General Notes', see Sheet "A"

GRAPHIC SCALE 1" = 40'

BY	DESCRIPTION	DATE	APPROVAL
	REVISIONS		

INDERCO ENGINEERS, INC
SAN LEANDRO, CALIFORNIA

U.S. ARMY ENGINEER DISTRICT, SAN FRANCISCO
CORPS OF ENGINEERS
SAN FRANCISCO, CALIFORNIA

DRAWN BY R.T.E.Z.
TRACED BY R.T.E.Z.
CHECKED BY G.W.
SUPERVISED BY R.B.R.
APPROVED 1-4-60

SAN FRANCISCO COUNTY CALIFORNIA

FORT MASON TOPOGRAPHY

CARTOGRAPHIC RECOMMENDED
APPROVED
DATE 28 JULY 1960

PREPARED UNDER THE DIRECTION OF
JOHN H. KARNETT
COLONEL, C.E., DISTRICT ENGINEER

SCALE 1"=40' JOB NO.
DRAWING NUMBER
SHEET 2 | 15 | 04 | 02

FOR REFERENCE PLEASE USE DISTRICT FILE NO. 4-1-14 SHEET (2)

No. 7. Topography, southwest quadrant of post.

Golden Gate NRA Files

LAMBERT NORTH

1	2
3	4

SHEET INDEX

LEGEND

- TRIANGULATION STATION
- BENCH MARK (with type, elevation & Bench Mark No.)
- Top of Curb & Flow Line of Gutter ELEVATIONS (Decimal pt. indicates location)
- VALLEY GUTTER (with flow line elevation)
- BRUSH, HEDGES OR LOW FOLIAGE
- TREE (Designated when taller than 15" or trunk 6" or more)
- BUILDINGS (Floor elevations and Bldg. No. designated)
- ASPHALT PAVING
- CONCRETE PAVING
- ELECTROLIERS, FLOODLIGHTS or STREET LIGHTS
- FENCE LINE
- TELEPHONE and/or POWER LINE (with Anchor Guy)
- SANITARY SEWER (with Manhole & Cleanout)
- STORM DRAIN (with Manhole & Storm Inlet)
- WATER LINE (with Fire Hydrant & Valve)
- GAS LINE (with Valve)
- ELECTRIC UNDERGROUND CABLE (with Vault, Handhole)
- STREET SIGNS, STOP SIGNS
- RAILROAD TRACK (Top of rail elevation designated)
- WALL
- RESERVATION BOUNDARY and MONUMENT (with type shown)
- FUEL OIL LINE
- NOTE Manhole inverts designated clockwise from North. Single invert is given when common to all pipes.
- TELEPHONE UNDERGROUND DUCT (with Vault)
- FIRE ALARM UNDERGROUND DUCT (with Vault)
- STREET MONUMENT (Std. C. of E. Bronze Disk with Cover)

For General Notes, see Sheet "A"

40 0 40 80 120 160

GRAPHIC SCALE 1"=40'

SYMBOL	DESCRIPTION	DATE	APPROVAL

REVISIONS

INDENCO ENGINEERS, INC.
SAN LEANDRO, CALIFORNIA

U. S. ARMY ENGINEER DISTRICT, SAN FRANCISCO
CORPS OF ENGINEERS
SAN FRANCISCO, CALIFORNIA

DRAWN BY N.O.
TRACED BY N.M.
CHECKED BY N.B.H.
SUBMITTED 1-6-60

SAN FRANCISCO COUNTY CALIFORNIA

FORT MASON TOPOGRAPHY

APPROVAL RECOMMENDED
APPROVED
DATE 23 JULY 1960

PREPARED UNDER THE DIRECTION OF
JOHN S. HARNETT
COLONEL, C.E., DISTRICT ENGINEER

SCALE 1" = 40'
JOB NO.
DRAWING NUMBER
SHEET 3 15 04 02

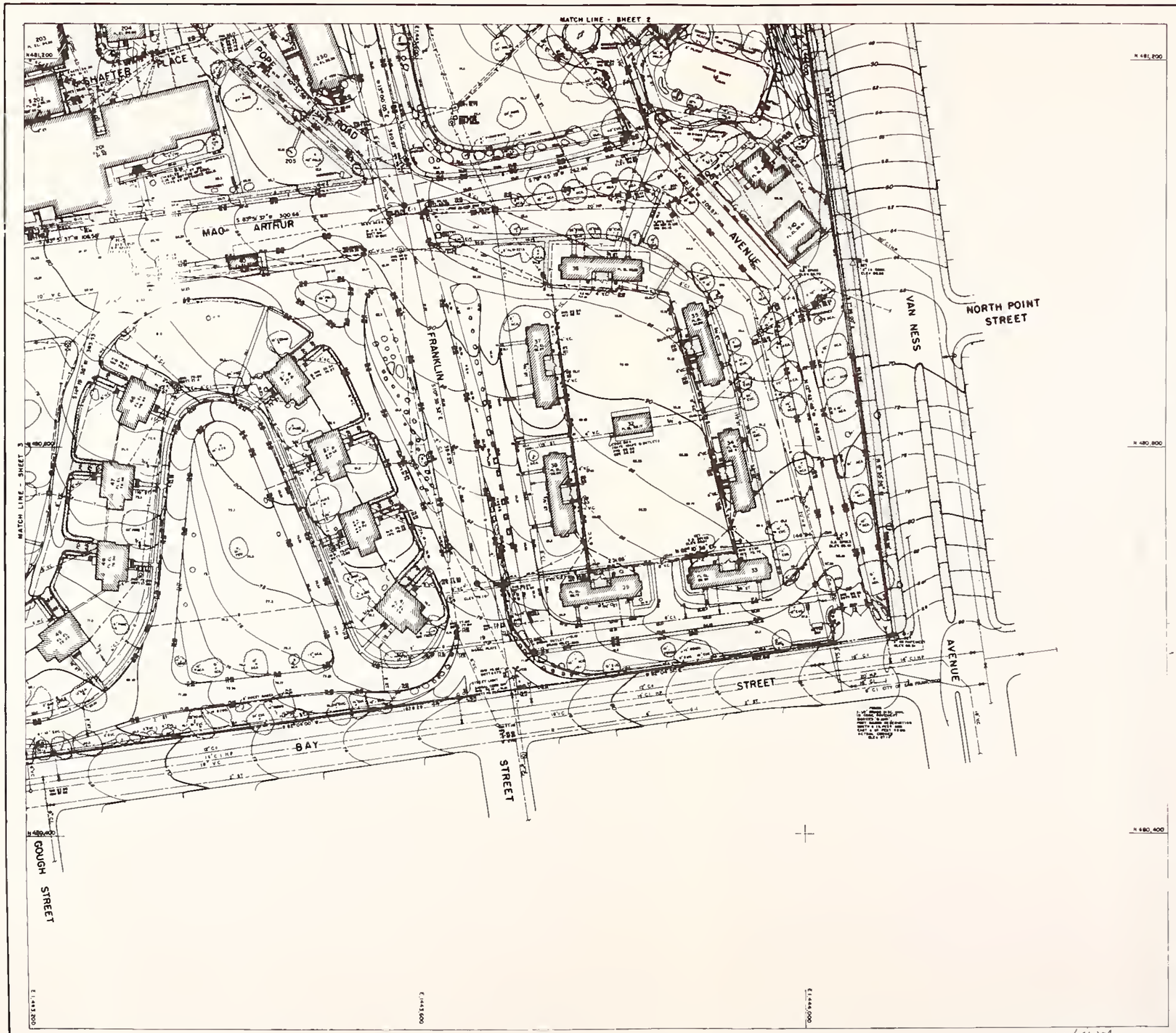
641/41,904

FOR REFERENCE PLEASE USE DISTRICT FILE NO. 4-1-14

SHEET 3

No. 8. Topography, southeast quadrant of post.

Golden Gate NRA Files



LEGEND

- TRIANGULATION STATION
- BENCH MARK (with type, elevation and Bench Mark's No.)
- Top of Curb & Flow Line of Gutter ELEVATIONS (Decimal pt. indicates location)
- VALLEY GUTTER (with flow line elevation)
- BRUSH, HEDGES OR LOW FOLIAGE
- TREE (Designated when taller than 15' or trunk 6" or more)
- BUILDINGS (Floor elevations and bldg. number designated)
- ASPHALT PAVING
- CONCRETE PAVING
- ELECTROLIERS, FLOODLIGHTS or STREET LIGHTS
- FENCE LINE
- TELEPHONE and/or POWER LINE (with Anchor Guy)
- SANITARY SEWER (with Manhole & Cleanout)
- STORM DRAIN (with Manhole & Storm Inlet)
- WATER LINE (with Fire Hydrant & Valve)
- GAS LINE (with Valve)
- ELECTRIC UNDERGROUND CABLE (with Vault, Handhole)
- STREET SIGNS, STOP SIGNS
- RAILROAD TRACK (Top of rail elevation designated)
- WALL
- RESERVATION BOUNDARY and MONUMENT (with type shown)
- FUEL OIL LINE

NOTE. Manhole inverts designated clockwise from North. Single invert is given when common to all pipes.

- TELEPHONE UNDERGROUND DUCT (with Vault)
- FIRE ALARM UNDERGROUND DUCT (with Vault)
- STREET MONUMENT (Std. C of E. Bronze Disk with Cover)

For 'General Notes', see Sheet "A".

GRAPHIC SCALE 1" = 40'

SYMBOL	DESCRIPTION	DATE	APPROVAL
	REVISIONS		

INDEXCO ENGINEERS, INC. SAN LEANDRO, CALIFORNIA

U.S. ARMY ENGINEER DISTRICT, SAN FRANCISCO CORPS OF ENGINEERS SAN FRANCISCO, CALIFORNIA

DRAWN BY: G.L.
TRACED BY: L.M.S. E.Y.
CHECKED BY: W.B.R.

SAN FRANCISCO COUNTY CALIFORNIA

FORT MASON TOPOGRAPHY

APPROVED RECOMMENDED: W. A. Bugdeni

APPROVED: W. W. Ching — DATE 29 JULY 1960

PREPARED UNDER THE DIRECTION OF JOHN S. HAGWETT COLONEL, C.E., DISTRICT ENGINEER

SCALE 1" = 40' JOB No.

DRAWING NUMBER: SHEET 4 | 15 | 04 | 02

cal/41,904

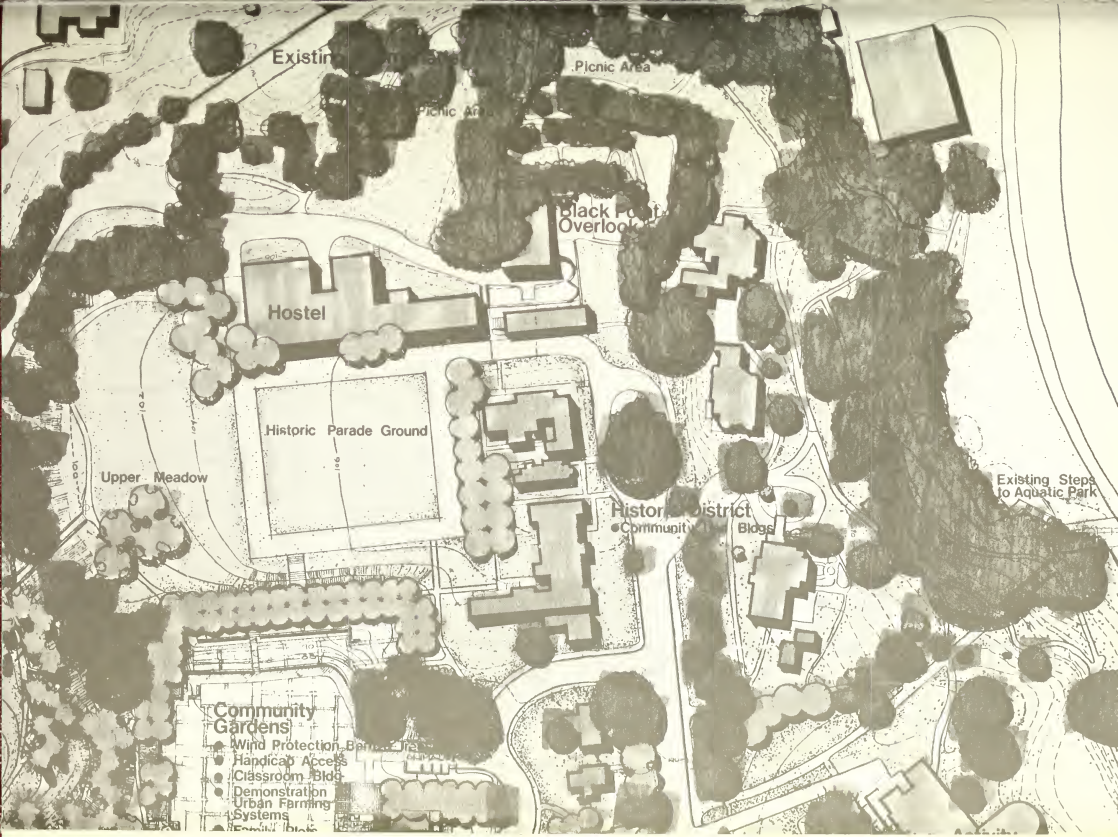
FOR REFERENCE PLEASE USE DISTRICT FILE NO. 4-1-14

SHEET (4)

Plans, Fort Mason

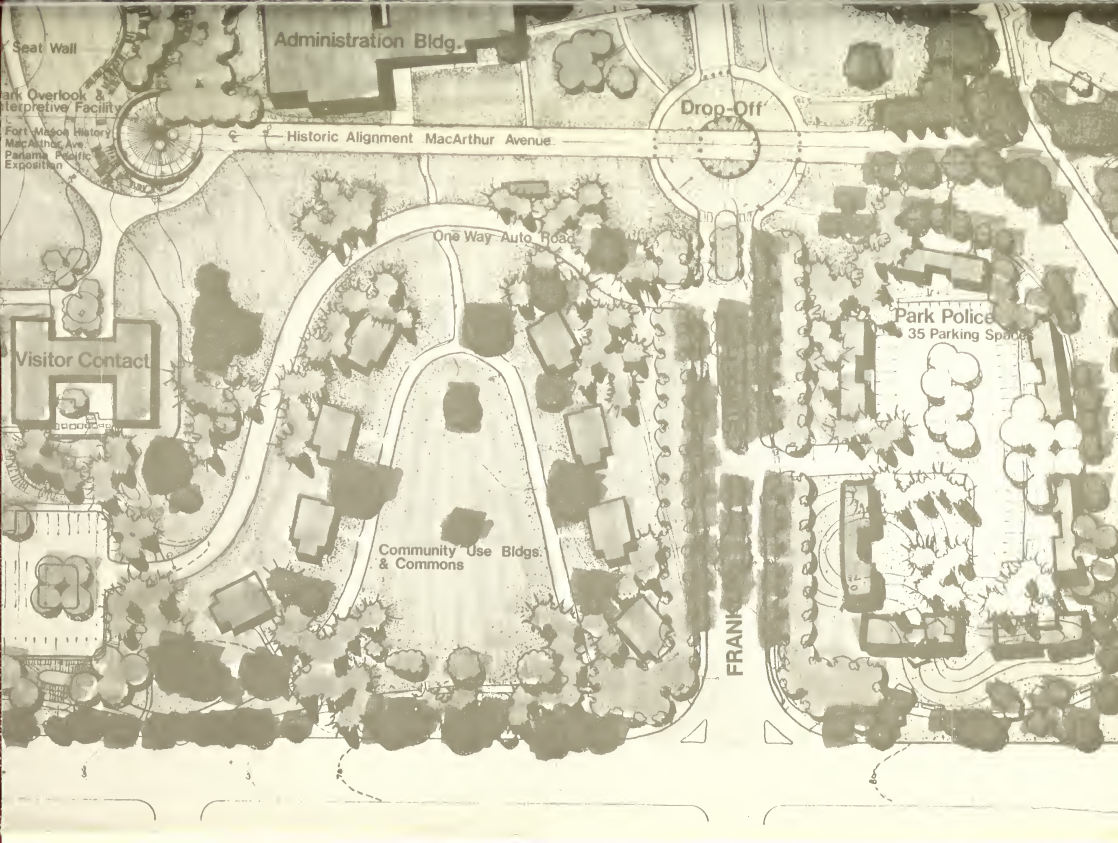
No. 1. Master Park Site Plan, southeast quadrant, 1979.

Golden Gate NRA Files

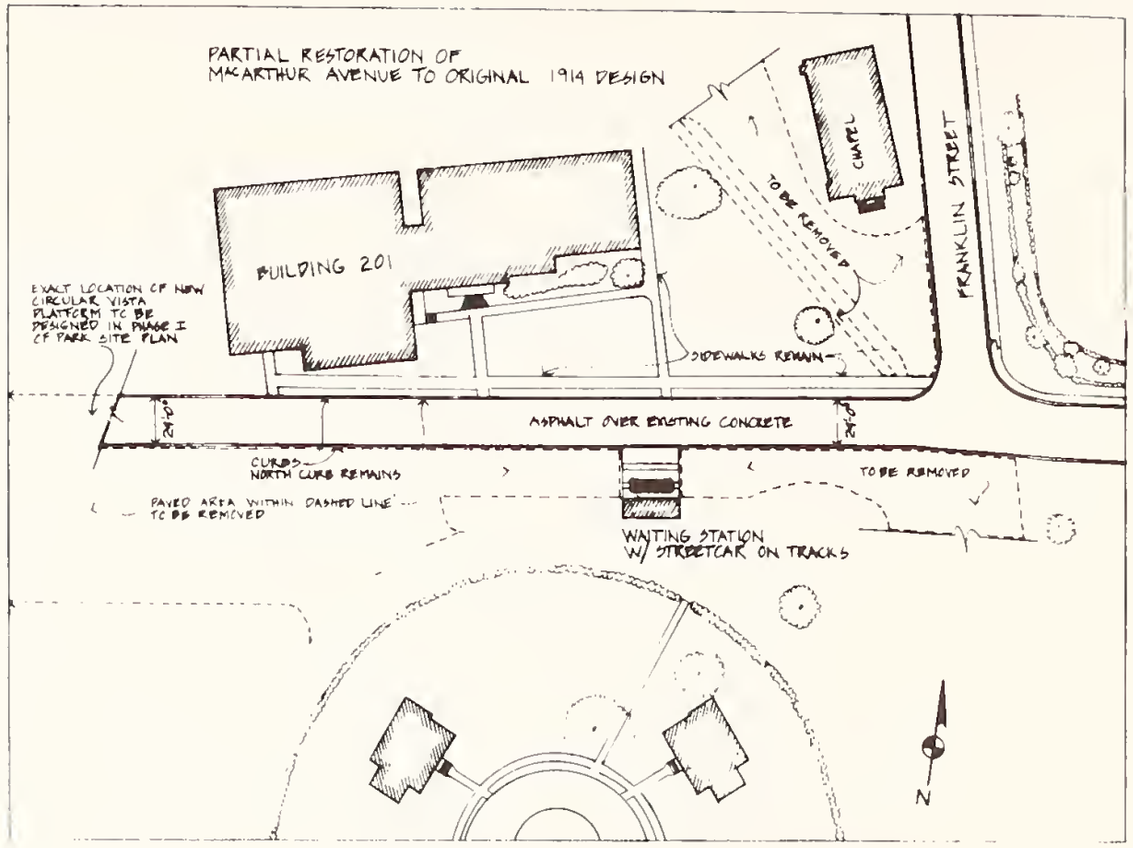

Existin
Picnic Area
Picnic Ar
Black
Overlook
Hostel
Historic Parade Ground
Upper Meadow
Existing Steps to Aquatic Park
Historic District
Community Gardens
Wind Protection
Handicap Access
Classroom Bldg.
Demonstration
Urban Farming
Systems

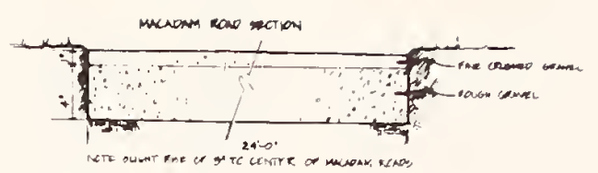
No. 2. Master Park Site Plan, northeast quadrant, 1979.

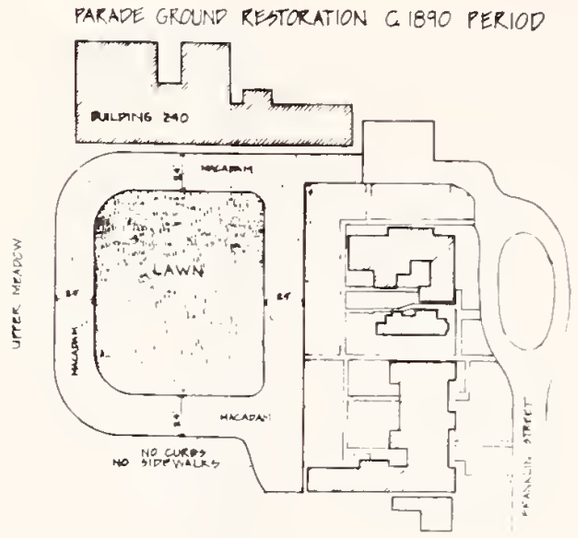
Golden Gate NRA Files

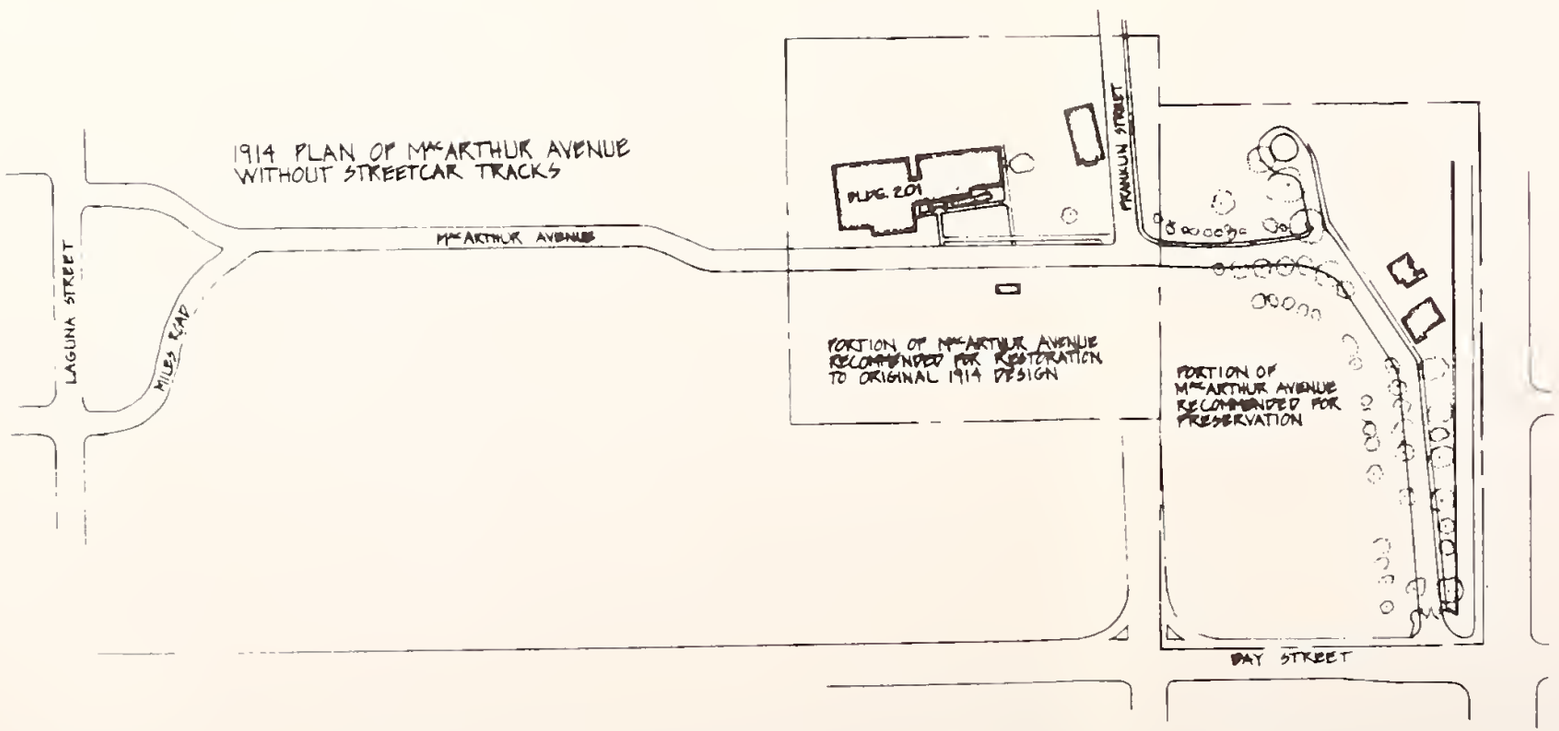

Seat Wall
Administration Bldg.
ark Overlook &
terpretive Facility
Fort Mason History
MacArthur Ave
Panama Pacific
Exposition
Drop-Off
Historic Alignment MacArthur Avenue
One Way Auto Road
Visitor Contact
Park Police
35 Parking Spaces
Community Use Bldgs.
& Commons
FRANK

No. 3. Parade Ground and MacArthur Avenue,
Proposed Restoration, 1978.


PARTIAL RESTORATION OF
MACARTHUR AVENUE TO ORIGINAL 1914 DESIGN
BUILDING 201
CHAPEL
TO BE REMOVED
FRANKLIN STREET
EXACT LOCATION OF NEW CIRCULAR VISTA PLATFORM TO BE DESIGNED IN PHASE I OF PARK SITE PLAN
SIDEWALKS REMAIN
ASPHALT OVER EXISTING CONCRETE
CURBS NORTH CURB REMAINS
TO BE REMOVED
PAVED AREA WITHIN DASHED LINE TO BE REMOVED
WAITING STATION W/ STREETCAR ON TRACKS
N

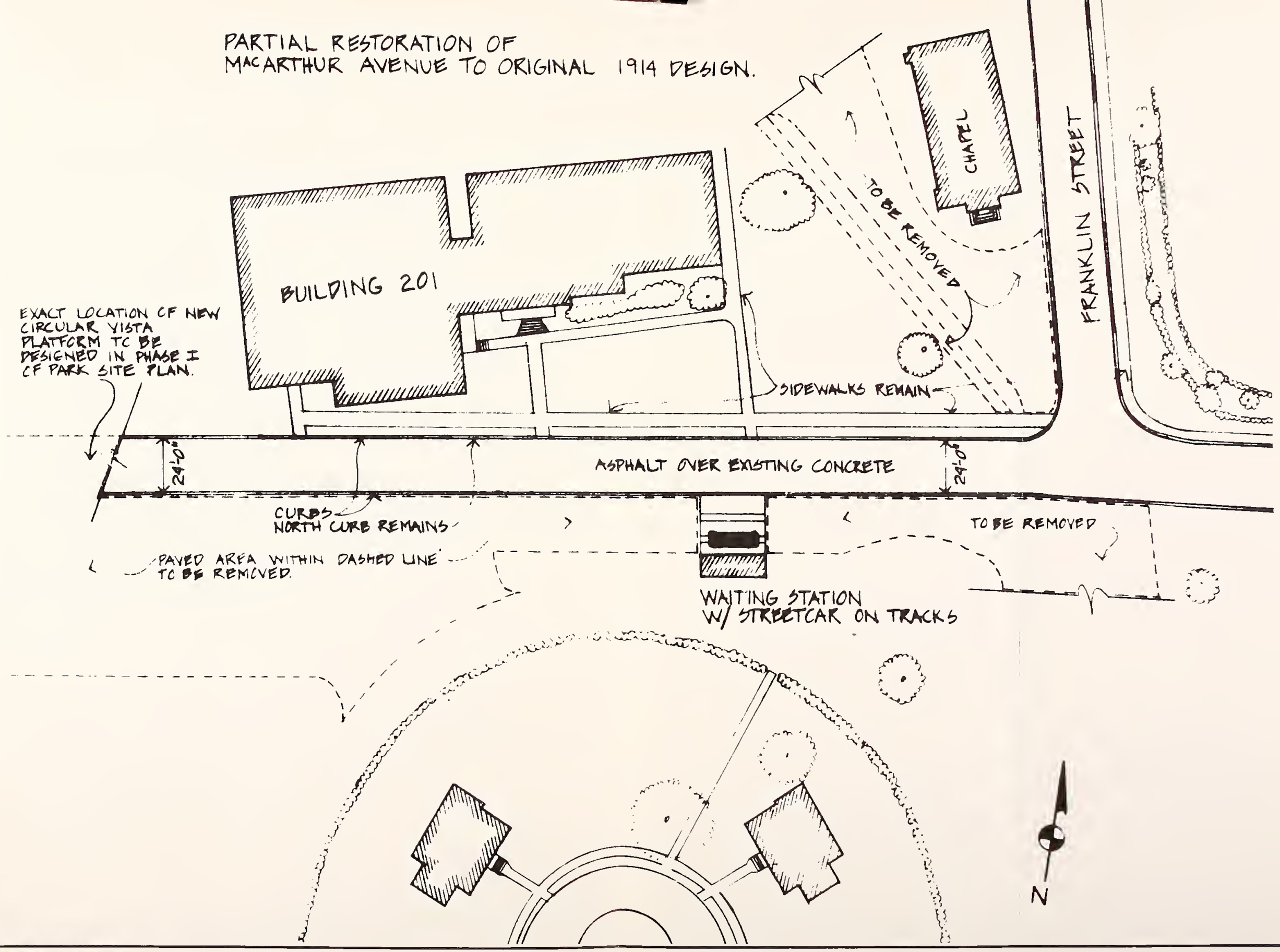

MACADAM ROAD SECTION
FINE CRUSHED GRAVEL
ROUGH GRAVEL
24'-0"


PARADE GROUND RESTORATION C 1890 PERIOD
BUILDING 240
MACADAM
LAWN
UPPER MEADOW
MACADAM
MACADAM
NO CURBS
NO SIDEWALKS
FRANKLIN STREET


1914 PLAN OF MACARTHUR AVENUE
WITHOUT STREETCAR TRACKS
MACARTHUR AVENUE
LAGUNA STREET
MILES ROAD
BLDG. 201
FRANKLIN STREET
PORTION OF MACARTHUR AVENUE RECOMMENDED FOR RESTORATION TO ORIGINAL 1914 DESIGN
PORTION OF MACARTHUR AVENUE RECOMMENDED FOR PRESERVATION
BAY STREET

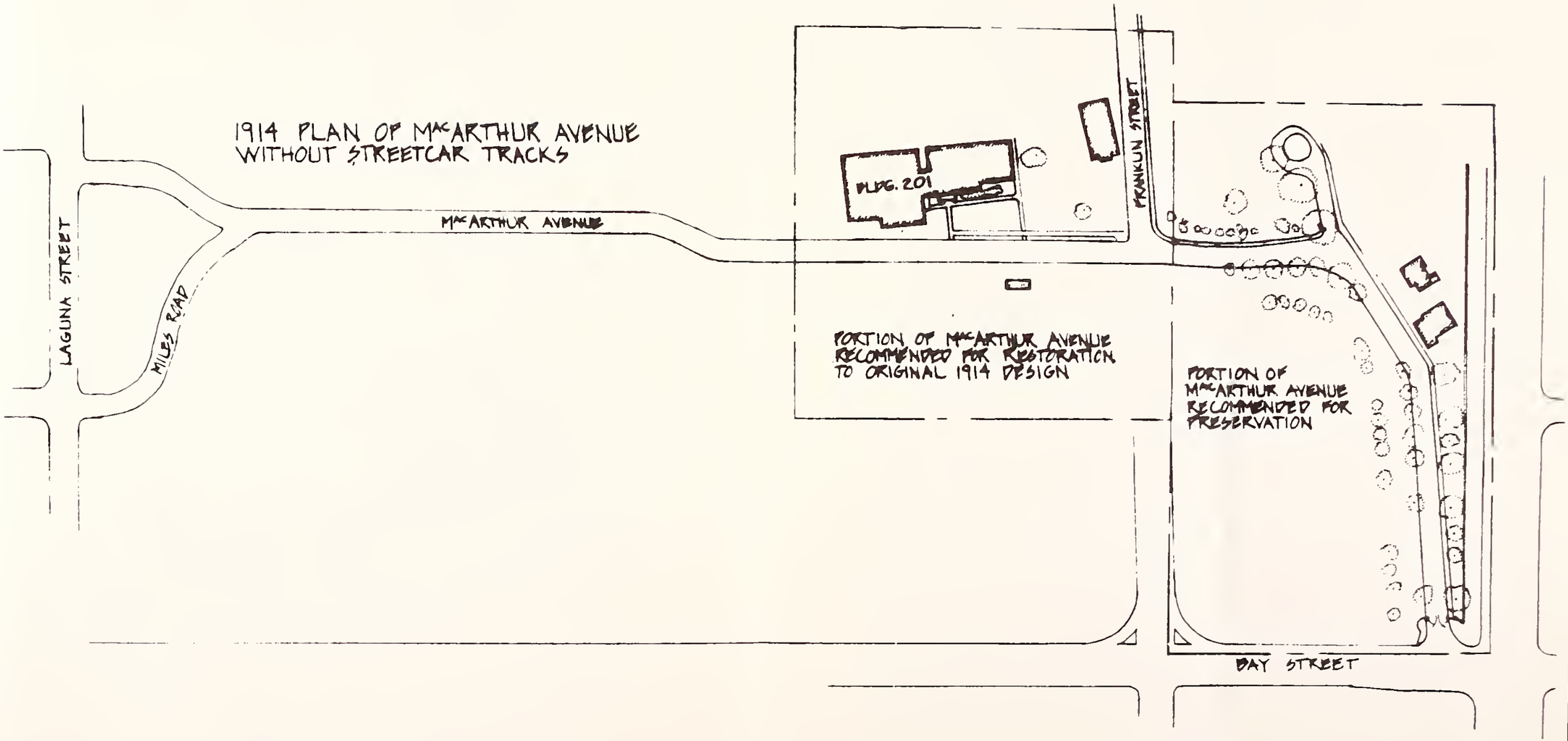
No. 4. MacArthur Avenue Schematic Restoration Plan, 1978.

PARTIAL RESTORATION OF
MACARTHUR AVENUE TO ORIGINAL 1914 DESIGN.

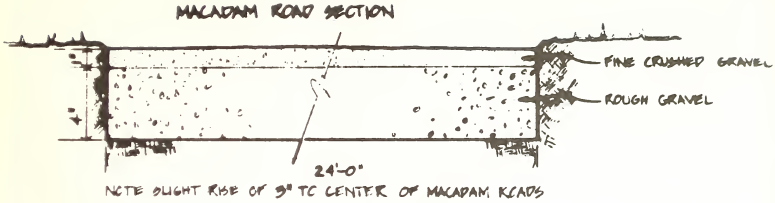


No. 5. MacArthur Avenue Restoration Plan to 1914 Design, 1978.

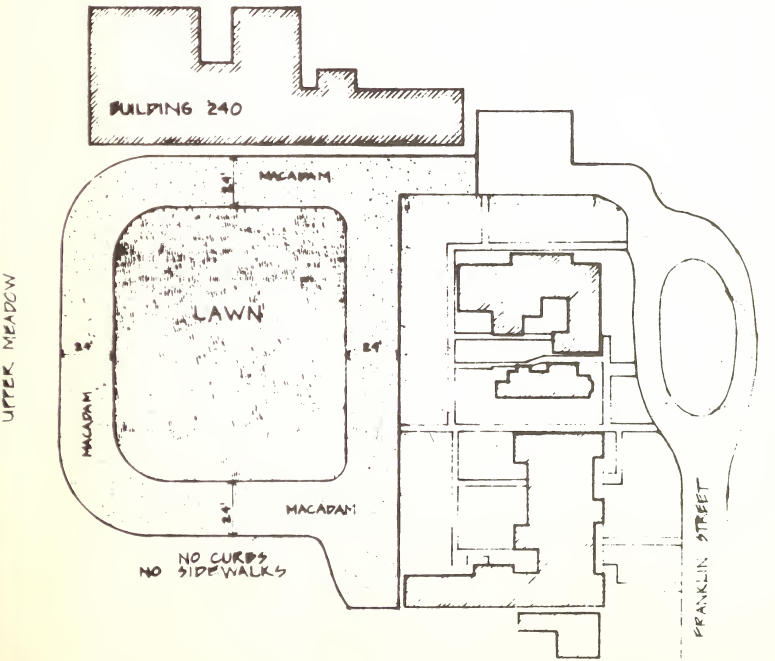
1914 PLAN OF MacARTHUR AVENUE WITHOUT STREETCAR TRACKS



No. 6. Parade Ground Restoration Plan to 1890 Design, 1978.



PARADE GROUND RESTORATION C. 1890 PERIOD



Part IV. ARCHEOLOGICAL DATA SECTION

Archeological evaluation and testing have been carried out at Fort Mason under the direction of the Western Regional Office. A separate report on these test excavations has recently been completed: Suzanne M. Baker, Report on the Fort Mason Archeological Test Excavations (San Francisco: Archaeological Consultants, 1978).

Apparent midden deposits have been located in the northeast quarter of the parade ground and under Pope and Funston roads, including the area in front of the Civil War Barracks (FM-240). Prior to reconstruction of the porch and restoration of the parade ground, any necessary data recovery excavations will be undertaken, and archeological monitoring will be carried out during restoration in the area.

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As the nation's principal conservation agency, the Department of the Interior has basic responsibilities to protect and conserve our land and water, energy and minerals, fish and wildlife, parks and recreation areas, and to ensure the wise use of all these resources. The department also has major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

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